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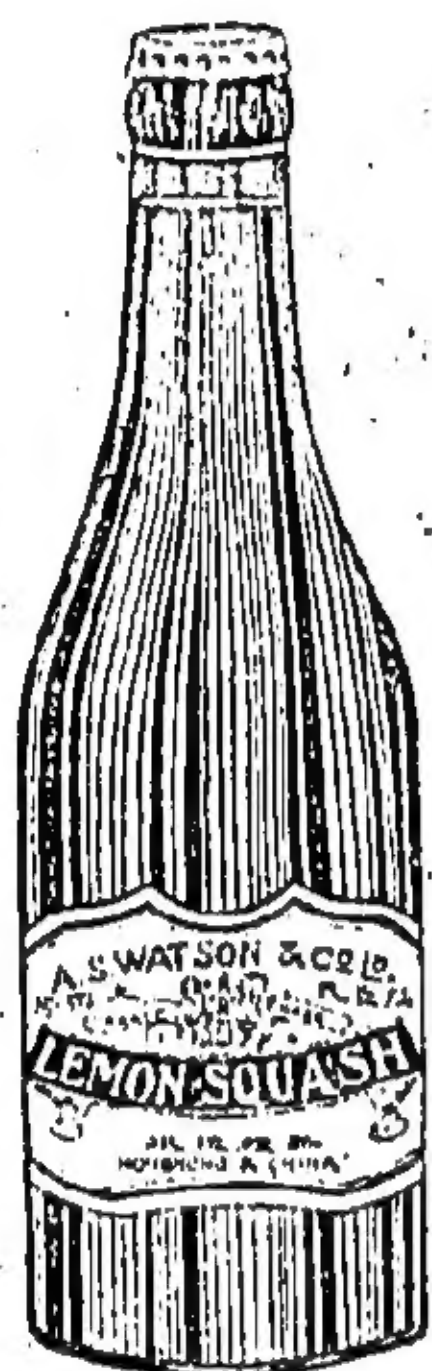
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七十月一十 年九十二百九千一英 HONG KONG, SUNDAY, NOVEMBER 17, 1929. 日七十月十年巳己大歲 年八十國民華中

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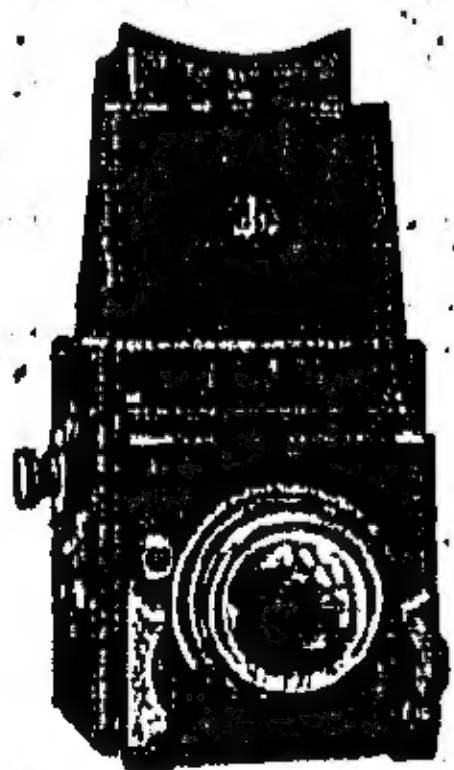


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JOCKEY CLUB RACES

BIG FIELD AND DIVIDENDS THE RULE

TWO FAVOURITES

Outsider Pays Return Of Over Fifty To One

BENEFIT OF THE NEW STANDS

Big fields and big dividends were the rule rather than the exception when the eighth extra race meeting of the Hong Kong Jockey Club was held yesterday afternoon at Happy Valley with encouraging support. Further progress had been made with the new stands and the spectators enjoyed the greater facilities and comfort. The sport itself provided abundant thrills. Only two favourites succeeded in catching the Judge's eye. Both started odds on. One of them was subsequently disqualified. Of the six outsiders to cause upsets, one paid his supporters a return of over 50 to 1. Finishes were close and the fields well matched on the whole.

MRS. DUNBAR'S SUCCESS

The local St. Leger, the longest flat race of the extra season, occupied pride of place. It was won handsomely by Mrs. Dunbar's Hilaria, Mr. Soares up. This lady has to her credit already the capture of the Derby in 1928 and the Champions in 1929.

After a lean time, Mr. A. J. P. Heard delighted his many admirers by returning to winning form. Mr. T. L. Wong was also in the saddle having returned from Shanghai. But these "cracks," like others, could only win once each. It was left to the ever-trying Mr. G. U. da Rosa to achieve the only double of the day—an honour which was denied to all others, although the John Peel, Lau & Lee and Eve interests had a win and place each.

Deserving Win

Mr. McCartney won the novices'

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS

Cash sweeps at the Jockey Club's eighth extra race meeting held yesterday resulted as follows:—

Race 1

No. 121 \$716.80
" 416 204.80
" 17 102.40
Unplaced runners (\$50.00) each,
Nos.: 181, 390, 20, 414.

Race 2

No. 8 \$347.00
" 321 242.00
" 217 60.60
" 362 60.60
Unplaced runners (\$50.00) each,
Nos.: 78, 276, 172, 418, 475, 414,
190, 222, 289, 413.

Race 3

No. 462 \$1,352.40
" 316 386.40
" 79 193.20
Unplaced runners (\$50.00) each,
Nos.: 314, 278, 26, 122, 246, 379.

Race 4

No. 92 \$2,816.80
" 129 804.20
" 68 402.40
Unplaced runners (\$50.00) each,
Nos.: 208, 145.

Race 5

No. 268 \$1,708.00
" 220 488.00
" 890 244.00
Unplaced runners (\$50.00) each,
Nos.: 405, 347, 624, 455.

Race 6

No. 324 \$1,342.60
" 91 386.60
" 532 191.80
Unplaced runners (\$50.00) each,
Nos.: 248, 470, 154, 191, 332, 394,
404, 11, 428, 218, 317.

Race 7

No. 495 \$1,432.20
" 547 402.20
" 308 204.00
Unplaced runners (\$50.00) each,
Nos.: 509, 372, 95, 205, 175.

Race 8

No. 129 \$1,076.80
" 557 478.80
" 604 293.40
Unplaced runners (\$50.00) each,
Nos.: 298, 183, 564, 185, 70.

DEMAND FOR TIGERS

Huge Prices Being Paid For Live Beasts

GREAT SCARCITY

Shortage Due to Disarming of White Russians

The live tiger market in Harbin is booming. Unprecedented prices are being paid for tigers "on the hoof" because of a scarcity. The fur trade likewise is enjoying high prices owing to the fact that since threats of war arose between Manchuria and Soviet Russia in the Chinese Eastern Railway controversy the Chinese authorities have deprived thousands of white Russians of their arms which they used in hunting. This has resulted in a shortage of pelts in the market, but those skins which have been brought in have brought the dealers 30 to 40 per cent. more than last year.

The Manchurian or Siberian tiger is much larger than its Indian cousin.

FINE WEATHER

The weather forecast for the 24 hours ending to-day at 6 p.m. is:—
The anti-cyclone has weakened and moved into the Yellow Sea.

Fresh monsoon will prevail along the S.E. coast of China, and over the North China Sea. Forecast:—N.E. winds; fresh; fair.

win without the whip being applied. After being passed, Winsome Stag galloped on to finish a good second. Monterey Bay staved off opposition from Our Prince (which was one of the vanguards at the fall of the flag) and the other three unplaced ponies passed the winning post very close together. Altogether it was a fine race and the finish was a testimonial to the joint handlayers.

Mr. F. M. L. Soares lodged an objection against Mr. R. H. Charles for bumping and boring. The ominous blue flag indicating that the protest had been sustained by the Stewards, was hoisted after a long interval. Boxing Eve was, therefore, disqualified. The race was awarded to Winsome Stag. Monterey Bay became second and Our Prince third.

1.—Shek-O Handicap: "A" Class: Box Furlongs For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Eve's Boxing Eve 168 lbs. (Mr. Charles) 1st

Chan Tin-sion's Winsome Stag 169 lbs. (Mr. Soares) 2
Hau Un's Monterey Bay 149 lbs. (Mr. da Rosa) 3
Yam Man's Our Prince 145 lbs. (Mr. Loo) 4
Ho Kom-tong's Campbell 149 lbs. (Mr. T. L. Wong) 0
Liang & Wong's O-Moon 140 lbs. (Mr. Proulx) 0
Bennett & Cave's San Francisco 140 lbs. (Mr. Harriman) 0

* Boxing Eve disqualified but, according to the rules, the pari-mutuel and sweep were not affected. 2 lengths, 3 lengths. Time: 1 min. 30.1/5 sec. Pari-mutuel, Winner: \$370. Places, 1st \$5.00, 2nd \$5.50, 3rd \$9.40.

Winner Places
Boxing Eve 480 398
Winsome Stag 253 460
Our Prince 74 102
San Francisco 72 106
Monterey Bay 42 59
Campbell 19 56
O-Moon 1 15

Boxing Eve was the first successful favourite to return less than evens in three meetings. At the head of the straight, it looked as if he could not catch the leaders, who included Winsome Stag, second best backed, on which Mr. Soares had cracked a fast page. It was otherwise, however. Mr. Charles appeared to desire to come through on the rails. Falling to do so, he burst up on the outside of Winsome Stag, what time one of the three ponies carrying red colours (probably Monterey Bay) faltered and swung out, possibly accidentally. The others were not in the run up from the mile post where Boxing Eve was more than a length in front. He went on to

LAWN BOWLS

Close of Kowloon Dock Season

PRIZE DISTRIBUTION

List of Winners of Club Trophies

Following a very strenuous season the Kowloon Dock Recreation Club brought their programme to a close yesterday when a friendly game was played against members of the Club, followed by the annual presentation of prizes. During the interval tea was served by the ladies connected with the Club and was thoroughly enjoyed. Three rink matches were played, with the following results:—

K.D.R.C. K.C.C.
J. D. McLaggan H. Hampton
A. Pearson J. Howe
J. Lindsay A. Chapman
S. Gray J. Fraser
(Skip) (Skip) 13
K.D.R.C. C. de R.
F. G. Goodman L. Gutierrez
G. Mitchell A. Gomez
J. M. Grace O'Neil R. F. Luz
F. Cullen L. C. Souza
(Skip) (Skip) 23
K.D.R.C. K.B.G.C.
C. Atkinson V. Haet
J. Kempton G. Cuthill
W. Greig Jas. T. Dobbs
J. Punccheon D. Gow
(Skip) (Skip) 17

Presentation of Prizes
At the close of a very enjoyable afternoon's play the prizes won during the season were presented to the respective winners in addition to souvenir spoons for the visiting players in the afternoon's rink games.

Mr. S. Gray, President of the Kowloon Dock Recreation Club, said that it gave him the utmost pleasure to welcome their visitors and to thank them for coming to assist them on the closing day. He trusted that they had all enjoyed the game provided as he had himself. Although they did not win the League championship during the season just closed, they topped the list in the First Division in regard to the "shots for and against," their credit balance being the substantial one of 162. He had on behalf of the Club to thank the donors of prizes for the splendid array they gave before them that afternoon. They must have dipped deep into their pockets for them, but he could assure them that they were all very much appreciated. He called upon Mrs. McIntosh to present the prizes as follows:—

Club Championship—1st prize (presented by Mr. E. Cock)—won by F. G. Goodman; 2nd prize—presented by Mr. R. E. Hoare, won by S. Gray; 3rd prize—presented by Mr. H. H. Scott, won by C. A. Lindsay.

Handicap Singles—(3 bowls): 1st prize—presented by K.D.R.C., won by C. Atkinson; 2nd prize—presented by Mr. T. Morrison, won by J. C. Brown; 3rd prize—presented by K.D.R.C., won by S. Gray and W. Greig; 4th prize—presented by Messrs. Holmes and Amoite, won by J. O. McLaggan and D. Keith.

Tennis (Mixed Doubles Handicap)—1st prize—presented by Mr. S. L. Vellengut, won by Mrs. Cuthill and K. R. Macnab; 2nd prize—presented by K.D.R.C., won by Mrs. W. Hedley and G. Hedley.
Mr. D. Gow, on behalf of the visitors, humorously remarked that he was occupying a peculiar position inasmuch as he was only half a visitor. They had had a very enjoyable afternoon's bowls, which he personally greatly enjoyed, although, being only half a visitor, he did not win. He, furthermore, enjoyed the tea provided by the ladies—he had had a good tea, and that in itself was some consolation for not winning his game. On behalf of the visitors he cordially thanked the Kowloon Dock Recreation Club for their liberal hospitality. (Applause.)
A cordial vote of thanks was passed to Mrs. Gray and Mrs. Greig who were responsible for the tea arrangements during the season.

'RED' FRIGHTFULNESS

Inhuman Treatment of Prisoners

AN ISLAND HELL

Forced to Dig Their Own Graves and Frozen to Death

Helsingfors, Nov. 12.
A graphic description of the conditions prevailing among the Russian political prisoners banished to the ill-reputed Solovetski monastery on the shores of the White Sea is given by a little troop of fugitive prisoners who, after undergoing enormous hardships and much suffering, reached Finland.

Killed the Guards
Their vivid story, which is given much prominence in the Scandinavian press reveals the fact that, when detailed for wood cutting, the fugitives killed their guards with axes and escaped into the woods. After marching for a fortnight through wild forests where they lived on berries and where many of them died, they reached Finnish soil.

Draconic Punishment
The conditions in the prisoners' camp at Solovetski monastery are described as terrible. Every branch of the rules is, according to the fugitives' story punished in a most draconic manner. The fugitives state that most of the inmates of the prisoners' camp are ill, especially the women. One of the fugitives reports that last winter several hundreds of the members of an orthodox sect were banished from Russia on account of their religious belief, and were killed outright by being compelled to sleep in the open until they were frozen to death. The authorities had, however, prior to their death forced them to dig their own graves.

HOME FOOTBALL

English And Scottish Leagues

YESTERDAY'S RESULTS

(From Our Own Correspondent.)
London, Last Night.

The following are the results of the English League and the Scottish League (First Division) matches to-day:—

ENGLISH LEAGUE
Division I
Aston Villa 2 Liverpool 3
Bolton 0 Birmingham 0
Burnley 3 Grimsby 1
Derby 2 Sheffield U. 1
Everton 0 Huddersfield 2
Leeds 1 West Ham 3
Manchester C. 3 Newcastle 0
Preston N.E. 4 Blackburn 0
Wednesday 7 Manchester U. 2
Sunderland 2 Leicester 1
* Abandoned 10 minutes after the interval.

Division II
Bradford C. 2 Oldham 4
Bristol C. 2 West Brom. 2
Cardiff 5 Southampton 2
Charlton 1 Blackpool 4
Hull 1 Bury 3
Notts County 1 Bradford 1
Preston N.E. 4 Tottenham 0
Reading 1 Barnsley 1
Stoke 1 Chelsea 1
Swansea 3 Millwall 1
Wolves 2 Notts Forest 1

Division III (South)
Bournemouth 1 Plymouth 1
Crystal Pal. 4 Coventry 2
Exeter 2 Bristol R. 2
Fulham 2 Newport 1
Gillingham 2 Clapton 0
Luton 1 Swindon 1
Northampton 1 Brentford 1
Norwich 3 Watford 1
Queen's P.R. 1 Torquay 0
Southend 0 Brighton 0
Walsall 0 Merthyr 0

Division III (North)
Accrington 5 New Brighton 0
Chesterfield 5 Wigan 1
Darlington 0 Port Vale 2
Doncaster 4 Wrexham 1
Hullfax 1 Southport 1
Hartlepool 2 Barrow 0
Lincoln 4 Carlisle 1
Rotherham 2 Crewe 1
South Shields 2 Stockport 3
Tranmere 2 Nelson 1
Rochdale v. York not played.

Scottish League
Celtic 2 Cowdenbent 1
Dundee 3 Aldrie 0
Falkirk 1 Hibernians 1
Hamilton 1 Clyde 1
Hearns 4 Morton 2
Kilmarnock 0 Dundee 1
Queen's Park 4 Partick 1
Rangers 9 Ayr 1
St. Johnstone 1 Motherwell 1
St. Mirren 1 Aberdeen 0

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AND MAKE
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MASCOT DOLLS
DOLLS IN BASKETS
DRESSED DOLLS

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(Continued on Page 2)

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Hong Kong, 19th February, 1927.

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Reserve Funds: Frs. 102,000,000.00

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COMMERCE & FINANCE

NITRATE IN CHILE

Scheme To Stabilise Prices

EFFECTS OF WEATHER

The "Chilean Review" for the second quarter of 1929 states: "The extreme severity of February weather has seriously affected the nitrate industry in Chile, and the season will be a little one from the agricultural point of view. It is not strange, therefore, that deliveries of nitrate up to March 15 are somewhat below the figures for last year, although the volume of sales is in almost every European country substantially greater. There is good reason to hope that the severity of the weather will increase the total consumption of nitrate although for the time being deliveries are delayed. The French Minister of Agriculture has issued a strong recommendation to farmers to increase their applications of nitrate to counteract the destructive effects of the weather, and this excellent advice would be equally applicable to most of the other European countries. The Baltic and adjoining waterways are obstructed by ice in an almost unprecedented manner, and the Elbe has been completely frozen over for some weeks. This has delayed deliveries of nitrate in Poland, Czechoslovakia and Scandinavia, but in all these countries it is hoped that by the end of April a very substantial improvement on any previous delivery since the war will have been established.

The system of centralized selling, too rapidly introduced in August and September last, is not working very smoothly, but the experience gained will be invaluable for next year. The popularity of nitrate amongst farmers is unquestionable and is visibly on the increase, but the local selling organizations have many advantages. The Nitrate Producers' Association, the only body which attempts to cover the whole world, is under the temptation to impose a selling system of too rigid a character. As a result of greater experience, more elasticity and a greater allowance for the requirements of each individual country will be arrived at.

Minister's Visit
It is officially announced that the Chilean Minister of Finance, Senor Don Pablo Ramirez, left Chile on March 20 for New York, and after spending about three weeks in studying the American market position will proceed to London, where he is expected to arrive on May 10. The Superintendent of Nitrate, Sr. Don Eduardo Delcourt, travelling via Buenos Aires, will arrive in London a few days before the Minister. The General Manager of the Nitrate Producers' Association is due in London on April 25. It is intended to make a comprehensive study of the fertilizer position from the world-wide point of view, and to devise arrangements which will enable the nitrate producers to strengthen and extend their hold upon all the consuming markets. No action will be made to establish a monopoly anywhere, or to dilute well-established native industries from the position in their respective countries which legitimately belongs to them. The present Chilean Government, since its establishment at the beginning of 1927, has placed in the front line of its programme of national reconstruction the determination to secure for nitrate of soda free access to all the markets of the world on equal terms with all rivals. The Government shares with the nitrate industry the conviction that nitrate of soda has unique merits as a fertilizer, and that in every country in the world the interest of farmers is one with the interest of the Chilean Government in the marketing of nitrate. It is the intention that nitrate shall form a large part of the nitrogenous fertilizers used in agriculture.

New Statutes
On March 4 the Chilean Nitrate Producers' Association, at an extraordinary general meeting, approved a new set of statutes to come into force on July 1, 1929, for a period of ten years. Under these statutes the Association will, from July on wards, take over the duty of selling all the nitrate produced by the Association, including the Anglo-Chilean Consolidated Nitrate Corporation, which had held aloof from the selling corporation established in September last. It follows, therefore, that from July next, for a period of at least ten years, all the nitrate produced in Chile will be sold under the directions of the Chilean Nitrate Producers' Association, and it is intended, as far as possible, to stabilize the prices of nitrate, eliminating speculation and uncertainty and guaranteeing to farmers a full supply at very moderate prices. The amended statutes give to the directorate greater powers of rapid action. The Superintendent of Nitrate, on behalf of the Government, announced at the meeting that the Government is satisfied with the excellent results of 1928, and declares its intention to use to the fullest extent the wide powers given to it by recent legislation to assist the producers in extending their markets and reconstructing the industry upon solid and lasting foundations.

MOVEMENTS OF STEAMERS

The G.P.S. R.M.S. "Empress of Russia" arrived at Yokohama on November 14 (Thurs.) at 8.30 a.m. left Yokohama on November 14 (Thurs.) at 2 p.m., and is due at Hong Kong on November 21 (Thurs.) at 8 p.m. The G.P.S. R.M.S. "Empress of Russia" arrived at Kobe on November 16 (Fri.) at 10.30 a.m., left Kobe on November 16 (Fri.) at 4 p.m., and is due at Nagasaki on November 16 (Sat.) at 5 p.m. She leaves Nagasaki on November 17 (Sun.) at 7 a.m.

LOCAL SHARES

Benjamin and Potts' Weekly Report

The market opened with a fair enquiry and a moderate improvement of several stocks, but during the last few days it has quietened down to a good deal with a duller character. There is, however, a better feeling at the close, the slight reaction having inspired a little more confidence in buyers, and the undertone is distinctly firmer. The Shanghai December Settlement is gradually being liquidated and large parcels of shares have changed hands at current rates. When the liquidation is over, we look for considerable improvement in all Cotton shares.

Banks.—Hong Kong and Shanghai Banks came through from London at 123.10 (middle) with a small business done locally at 135.5/136.0. Marine and Fire Insurances.—Unions have inclined to weakness, and although quoted at 39.5 sellers, could be under some pressure. Canton and Macao Steamboats are unchanged at 28.4. Union Waterboats have remained stationary at 32.0.

Docks, Wharves and Godowns.—Hong Kong and Kowloon Wharves have ruled steady at 147.4 without any business resulting. A small decline has taken place in Whampoa Docks and they are now obtainable at 36.4. China Provident are a shade lower with buyers at 35.15. Shanghai Wharves at 139.0. Union Docks at 112.0 and New Englanders at 7.4 are all nominal.

Land, Hotels and Buildings.—A slight release has occurred in Hong Kong and Shanghai Hotels and a few buildings have been sold at 10.70. Hong Kong Lands have eased off to 30.5 after sales at 30.0. Humphreys' Estates have fluctuated during the week between 14.4 and 14.8. Realities are available at 39.20.

Public Utilities.—China Lights were dealt in to some extent at 16.4. Hong Kong Electric were negotiated at 30.4. Hong Kong Tramways have receded to 19.15. Star Ferries are placed at 7.80.

Miscellaneous.—Green Island and Combined have had a set back, the market falling away to 11.80 at which figure a fair number of shares were put through, but they have since recovered to a buying quotation of 12.70. Watson's have likewise declined and are to be had at 12.0. Hong Kong Ropes have sold at 3.4. Hong Kong Amusements have remained steady at 3.0. Benquet Consolidated at 4.80 mark a further rise.

EXCHANGES

YESTERDAY'S QUOTATIONS

On London—
Bank, wire 1/8 1/4
Bank, on demand 1/8 9/16
Bank, 30 days' sight 1/8 1/4
Bank, 4 months' sight 1/8 1/4
Credits, 4 months' sight 1/9 1/2
Documentary 4 months' sight 1/9 1/4
On Paris—
On demand 106 1/2
Credits, 4 months' sight 113 1/4
On Berlin—
On demand
On New York—
On demand 41 1/2
Credits, 60 days' sight 43 1/2
On Bombay—
Wire 114 1/2
On demand 114 1/2
On Calcutta—
Wire 114 1/2
On demand 114 1/2
On Singapore—
On demand 73 1/4
On Manila—
On demand 83 1/4
On Shanghai—
On demand 79
30 days' sight (private papers)
On Yokohama—
On demand 84 1/2
Gold Loan, 100 Ann. (per ton)
Sovereigns (Bank's buying rate) 11.23
Silver (per oz.) 22 9/16
Bar Silver in Hong Kong Par.
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 24 1/2% dis.
Hong Kong Sub. Coin 1/4% prem.

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DERRINGTON, 3, Bowen Road, is now open as a Private Family Residence, and is prepared to receive Guests. It is situated on the mid-levels in large grounds, next to the Bowen Road Tram Station, within easy access to town. Accommodation and terms on application. Telephone C. 4237.

NOTICES

HONG KONG JOCKEY CLUB.
THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on MONDAY, 18th November, 1929, at 6.15 p.m.
By Order,
C. B. BROWN,
Secretary.

Hong Kong, 1st Nov., 1929.

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FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.
Sunday Service, 11.15 a.m.
Subject: "Morals and Immorality."

The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 6.30 o'clock.
Reading Room at above address, open—
Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 6.30 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

IRON AND STEEL

Shipments of iron and steel from the Tees last month fell short of expectation, totalling only 70,882 tons, of which 18,800 tons were pig iron, 4,225 tons manufactured iron, and 47,857 tons steel. Of the pig iron cleared, 10,349 tons went to foreign ports and 8,451 tons went to the coastwise of the manufactured iron loaded, 1,038 tons went abroad and 2,410 tons coastwise, and of the steel shipped, 42,462 tons went overseas.

and 11,347 tons coastwise. Scotland was again the largest buyer of pig iron, taking 8,071 tons, while Belgium accepted 1,800 tons, Denmark, 1,801 tons, France, 1,442 tons, Norway, 1,005 tons, and Italy, 1,000 tons. The Cape, with an import of 1,035 tons, was the best customer for manufactured iron. Among the principal receivers of steel were Argentina, 8,900 tons; India, 7,050 tons; Australia, 4,580 tons; South Africa, 3,965 tons; The Cape, 2,907 tons; Japan, 2,850 tons; Rona, 2,017 tons; Natal, 1,725 tons; Canada, 1,421 tons; and Norway, 1,389 tons.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

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WEEKLY PUBLIC LECTURES.

Thursday, November 21,
6 p.m.

"NEW RELIGIONS."

Speaker: Mr. J. Russell.

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OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Chun Kee-chong, from Shanghai.

Oliver Armstrong, from Cambridge Mass.

Fu Hui, from Osaka.

Siklam, from Shanghai.

Sam Yick Ming Co., 6, Queen's Road, from Shanghai.

Cheong Lee-hung, Wai Yen Hong, from Kobe.

Pith, from Nanking.

Hodlum, from Nanking.

E. V. JESSEN,
Superintendent,
Hong Kong, 13th Nov., 1929.

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

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From Hong Kong: 8.00 a.m. "SUI TAT" from Wing Lok Wharf (Sundays Excepted)
From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted)
Sundays: 2.00 p.m. "SUI TAT" (Sundays Excepted)
Sundays: 4.00 p.m. "SUI AN" (Sundays Excepted)

EXCURSIONS TO MACAO.
SUNDAY, 17th November.
S. S. "SUI TAT"
will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

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EVERYTHING CHINESE
That Your Home Friends Will Appreciate
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HOME SPORT.

At Newmarket

Newmarket led the way in reducing the price of admission to racecourses, and now they are studying the comfort of their patrons. Several improvements have been made of late, and the most appreciated one is the placing of garden seats in front of the stand in Tattersall's ring, for hitherto if anyone wanted to sit, they had to be the hard, stone seats. It was noticeable in the Apprentices' Handicap at Newmarket the other day that P. Rickaby and G. Archibald both had their first mounts for both boys are the sons of famous well-known jockeys. Rickaby's father was killed during the war, and Archibald's died from the effects of severe waiting. Both boys shaped well, but their mounts were inferior.

Why Trainers Go Grey

It is not to be wondered at that trainers of racehorses are often grey-haired from an early age. Their charges are so highly strung that they are as bad as spoiled children to look after. It was Tully's playful habit of throwing her rider at exercise which led to her slipping on the road and damaging a knee so badly that her racing days came to an end. Joe Leach is lamenting over Peneleos, quick, Lord Astor's filly, who won the Oaks. She has split a pastern very badly, and it is feared that she may be able to race no more. Of course, careful veterinary treatment may do wonders, but her case is doubtful.

Hobbies of Racing Men

As a rule people connected with the turf, professionally have few outside interests, which is not surprising when one considers that a lot of their time is taken up in travelling. There are exceptions, however. Both the trainers, Felix Leach senior and H. L. Cottrell bred and exhibit terriers with a degree of success. Lord Leach, Hobbs Jones, Perryman, H. Wragg and K. Robertson, played golf in their spare time. Henry, Fox, Lane, Weston and Dimes hunt on all possible occasions between the racing seasons. The young boys, the youngsters, Lenders and Basil Jarvis run a polo team at Newmarket, and hunt during the winter. Tom Southwell's cultivation of very fine roses, while Tom Waugh takes prizes with his poultry.

Interesting Cricket Team

The players who have just enlisted to play the first Test Matches with New Zealand have with them a great deal of good wishes. It is to be seen whether New Zealand is quite ripe for the honour of Test Matches, but certainly last time they were over in England they showed themselves very keen and very ready to learn. English professional cricketers have been engaged in recent years, and the country seems to have gone cricket mad.

SOCIAL GOSSIP

St. Paul's, Knightsbridge, was decorated on October 9 with lilies for the wedding of Mr. Patrick Owen Alexander, son of Sir William Alexander, M.P., 14, Kensington Park Gardens, and Lady Davison, of 12, Southwick Place, and Miss Bettine Russell, only daughter of Mr. Arthur Russell, of Swallowfield Park, near Ealing. Canon Williams, of Wrexham, uncle of the bride, officiated.

The resignation was announced on October 9 from his post as County Clerk of Middlesex of Sir Augustus G. G. Asher, who has held that office for more than thirty years. Sir Augustus, who is 68, was born in an athletic in his school days at Loretto and at Oxford University. He played in the Oxford fifteen from 1881 to 1884, and was an outstanding member of the Scottish Rugby international team from 1882 till 1886. For many years before the war he also occupied a foremost place among Scottish cricketers.

The engagement is announced of Miss Juliet Browning to Mr. Kenneth Douglas Brownrigg, and her mother, who is the daughter of the late Sir Cecil Clement-Smith (uncle of Sir Cecil Clementi, Governor of Hong Kong), is the author of the "Life and Letters of Sir John Moore."

Mr. Seymour Leslie, a nephew of the late Lady Russell, has just married a young lady famed for exploits as a high jumper. This is Miss Gwyneth Mary Rawden Roden, whose jumping feats date back to her school days, when she also earned fame on the hockey field. She had a very beautiful wedding dress (made by a famous Paris house) of transparent "marceline" velvet, with long tight sleeves, a billowing skirt, and short circular train. The bridegroom is like his brother Shane, a very versatile person. He has written books, is an authority on old silver, and an extremely enthusiastic lover of music.

Evelyn Brent, the American film star who gave such fine performances in "Broadway," "Interference," and many other big pictures, is by no means the spoiled darling type of whom there are so many in Hollywood. A quiet, unostentatious little woman, she spends much of her time creeping into cinemas where her films are being played, in order to see the public in some home truths about herself. She spoke very forcibly on the perils of British girls going to Hollywood to get work on the films, just because they hear that the British girls are in demand. Hollywood, she said, is full of out-of-work screen artists of all nationalities; it is madhouse for people to go there unless they have a contract with one of the big companies.

London's Holborn has moved from Chelsea to Bloomsbury. The Queen of the Bloomsbury intelligentsia is Mrs.

Our team is a very interesting one, eight of the fourteen being amateurs. Gilligan has plenty of county experience in leadership. There is a sound Sussex contingent behind him, K. S. Duleep Singh, Bowley and Cornford. The fast bowlers should suit the "Dulleps" style. Cornford, or "Titch" as he is often called, has kept wicket exceedingly well this summer, and richly deserves to have an opportunity of playing for England in Test Matches.

Cricketers Go Abroad

There are hardly any first-class cricketers left in this country now, for so many have gone abroad to take up coaching engagements. Some have gone to Australia, others to Africa, New Zealand and not a few to India. Ten players left for South Africa and the M.C.C. team for New Zealand also set sail. The end of the season is almost complete when the other touring team embark for the West Indies. Maurice Tate, Hobbs, Sutcliffe, Hammond and Duckworth, however, are having an "easy" time of it next summer when the Australians descend on us.

In the Winter Time

In the winter time some of the county cricket captains, many, of course, are touring, a coach for the other eleven. Some of them go back to their regular businesses then. B. H. Lyon joins his father's business in winter, and spends most of his time abroad, in the U.S.A. or in Germany, where he is at the present. Morris, of Essex, attends to his own timber business. E. G. H. Fender, of Surrey, and Lord Tennyson, of Hampshire, are partners in a wine and spirit business in the West Indies. Lord Leach, of Somerset, goes back to his beloved farm—not for nothing is he known as "Farmer" White—and Captain Worley, of Yorkshire, returns to his family place at Hovingham.

A Hit to "Leg"

Seventy-four years ago Mr. Caught promised a leg of mutton to the first cricketer to hit a ball from Turnham Green across the High Road, Chiswick, into his shop, which is a butcher's. At last this has been claimed. Mr. Perks, playing for the Turnham Green cricket club, hit the ball to left and it landed in the shop, some 150 yards away. The present proprietor of the shop willingly paid the forfeit, saying that so beautiful a shot richly deserved a leg of mutton. Turnham Green is one of the best cricket grounds in the country, and Lord Leach and Patsy Hendren used to play with it before he joined Middlesex.

Unsatisfactory Victory

The victory of two goals to one which West Ham gained over Manchester United was not a very satisfactory one. Neither team seemed to be at their best, and all the players were

continually grousing about one thing or another; they never really settled down to it. Yaws and Ruffell, on the other hand, were very much more off the game. The ball did not run kindly for Ruffell, and Yaws seemed to find it difficult even to lift the ball off the ground in taking corner kicks. Two corner kicks brought off the Hammers' two goals, but they would not have been scored if the goalkeeper had not been impeded by members of their own side. Manchester United, for a brief space in the first half, seemed like winning the game, but they did not actually score till just after the interval.

Millwall Fight Well

Millwall made a splendid fight for it in their game with Oldham Athletic, and ended in sharing the four goals of the match. Fifteen minutes from the end Oldham were leading by one goal, and Millwall had lost Gomm, who had his head cut in a collision. However, with ten men Millwall played with more dash than they had done with eleven, and kept Oldham very busy. They scored six minutes later, and very nicely, got the match back into a draw. Millwall played well in goal, and saved time, and again in masterly style. Martin also did well at back, and was good both in defence and attack.

Spurs at Fault

The Spurs thoroughly deserved their defeat by Chelsea of three clear goals, for they did not seem to be able to do anything right. As they are considered at present, they are not a good combination. Backs, half-backs and forwards seem to have no sympathy between them, and there is a general lack of confidence. Even Dimmock was affected by the atmosphere, and did not play up to his usual standard. Chelsea took the initiative from the very first and never were other than top-dog. They did not show any superlative play, but they were sound. If not subtle, Law did not attempt to dribble, and in consequence did far better. Bishop, at centre-half, did some very good work, and Wilson seemed to some extent. Miller sent up some very useful passes.

Moderate Arsenal Forwards

James showed some very pretty play in the match between the Arsenal and Bolton Wanderers, but it must also be confessed that he made some mistaken moves. He made most fascinating dribbles to his right or else made hopeless-looking shots at goal. In consequence, Jones was entirely neglected on the extreme wing. Also, the Bolton man soon realised what James was doing and was ready to stop him.

Jack, too, might have been better, for he was obviously suffering from two recent injuries. It was this for the first time that lost the Arsenal the match. Their half-backs too, did not give them enough assistance. Keen, Sadden and Nuttall were a very lively lot for Bolton and were constantly attacking. Jones made up for being neglected by James by scoring the Arsenal's one goal very near the end.

COMING WEDDINGS

The forthcoming weddings are announced of Mr. Edward John Hankin, master mariner, care of Messrs. Butterfield and Swire Ltd., Hong Kong, to Miss Florence Banks, school teacher, Raffles Girls' School, Singapore.

Mr. Franz Joseph Huber, engineer, No. 3, Banoo Building, Kowloon, to Miss Erma Linke, Allee 85, Siemensstadt, Berlin, who is coming to the Colony by the s.s. "Snarbrucken."

Company, he held the honorary degree of Doctor of Laws of the University of Wales. He was first president of University College, Swansea, and was also a valued member of the representative body of the Church in Wales.

Princess Elizabeth has been having a lovely time up in Scotland, but is recalled to the thought of coming South again by the promise that she is soon to begin real lessons. The Duchess received her own first instruction in the three R's from Lady Strathmore, and means to follow the same procedure with her own daughter. Already, indeed, Princess Elizabeth has learned quite a lot about these things, more or less unconsciously, and she shows a decided liking for books. Particularly is she fond of listening to verse, and besides having a quick memory, she has facility for catching inflections of mood and manner. Like her mother she was chosen to play the piano at a student's concert, at the age of six—she has a keen appreciation of music. The little girl is very keen on following the examples of her cousin, Princess Mary's boys, and taking riding lessons. But she is not, in the least anxious to get busy with needle and thread.

Yorkshire folk were very thrilled over the wedding of Miss Marcia Lamb-Fox to Captain Francis Jackson, of the Blues at Bramham Church. Princess Mary and Lord Lascelles sent the bride an antique clock, and Lord Halifax's present was a diamond ring. The bride's parents gave her a pearl necklace, a diamond and ruby ring, a fur coat and a dressing case. Her bridal gown was a graceful affair of deep cream satin, fashioned on Florentine lines, and the coronet was pinned a beautiful diamond and pearl brooch, given her by her bridegroom's mother. Her three sisters, and her cousin, Lord Halifax's present was a diamond ring. The bride's parents gave her a pearl necklace, a diamond and ruby ring, a fur coat and a dressing case. Her bridal gown was a graceful affair of deep cream satin, fashioned on Florentine lines, and the coronet was pinned a beautiful diamond and pearl brooch, given her by her bridegroom's mother. Her three sisters, and her cousin, Lord Halifax's present was a diamond ring. 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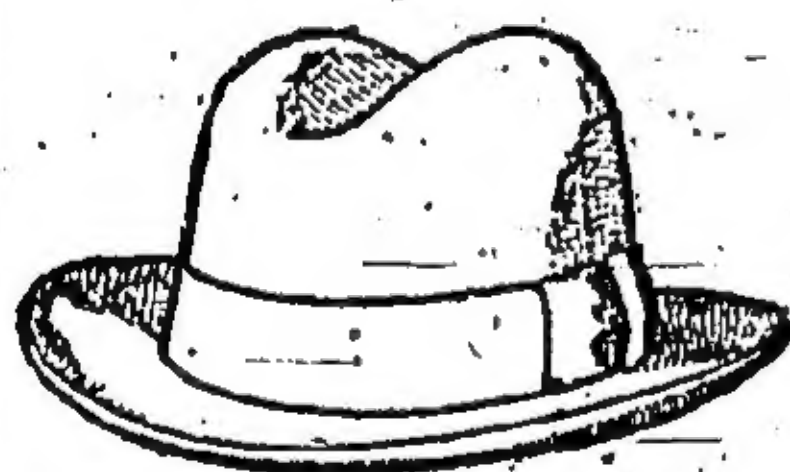
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CUP AND LEAGUE FOOTBALL

Army Gain Narrow Victory Over Navy

CLUB AND RECREIO IN EXCITING DUEL

St. Joseph's Player Ordered Off

The chief attraction was the meeting of the Services in the first round of the Lai Wah Cup. A good crowd turned up at the Kowloon F.C. ground and were rewarded by a fine sporting struggle which resulted in a victory for the Army, by the narrow margin of three goals to two.

The Club fought out a great battle with Recreio at Happy Valley and divided the points after a great struggle, in which the result was in doubt right up to the final whistle.

The Athletic did only what was to be expected in accounting for the Police, while South China defeated St. Joseph's in a wretchedly poor game which was marred by the fact that T. Leonard was ordered off the field shortly before the close.

Two matches in the Junior division were unplayed. R.A.M.C. failed to put in an appearance against South China "A," and the Navy versus University match had to be called off owing to the non-appearance of the referee.

RESULTS AT A GLANCE

Lai Wah Cup

Army	3	Navy	2
H.K.F.C.	2	Recreio	2
Chinese Ath.	4	Police	1
South China	3	St. Joseph's	0

LEAGUE TABLES TO DATE

Division I	P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	9	5	3	1	15	5	18
Athletic	6	5	0	1	16	3	10
Somersets	6	4	1	1	13	4	9
Kowloon	6	3	3	0	10	5	9
South China	6	4	0	2	15	6	8
Navy	7	3	2	2	9	12	8
R.A.	6	3	1	2	14	9	7
Club	6	1	2	3	7	7	4
St. Joseph's	7	1	0	6	5	21	2
Recreio	6	0	1	5	4	18	1
Police	7	0	1	6	8	22	1

Lai Wah Cup Competition

ARMY v. NAVY

Services in Keen Tussle

There was a fairly large attendance at the Kowloon Football Ground when the Army turned out against the Navy in the 1st round of the above competition. A fast and clean game resulted with the Army emerging victors by the odd goal in 5.

Teams:—Army:—Fletcher (R.A.); Oliver (R.A.); Hayward (S.L.I.); Knapp (S.L.I.); West (S.L.I.); Joyce (R.A.); Rayson (S.L.I.); Stock (K.O.S.B.); Gill (R.A.); Bewley-Bull (S.L.I.); Butcher (S.L.I.). Navy:—Jarvis; Webb; Caroy; Churchhouse; Perks; Lambert; Van Tromp; Firth; Cann; Kennedy; Dickinson.

Referee: Mr. F. Smith. Linesmen: Messrs. Mackie and Stokes.

Excellent Football at Kowloon. The opening stages were fairly even, play being confined mainly to midfield.

The Navy were the first to become dangerous when Perks sent Fifth away with a fine pass. The latter made valuable ground and sent in a shot that, however, went wide.

Kennedy had a fine opportunity to open the Navy's account when, close in, he shot weakly into Fletcher's hands.

At this stage neither team were playing up to standard, as mistakes were frequent and the passing erratic.

The Navy continued to press and Fifth had bad luck with a fine drive that just went over the crossbar.

From the goal kick the Army forwards obtained possession and started a raid on their opponent's goal.

Block tested Jarvis with a tricky curling shot that the goalie did well to get away.

Clever combined play brought the Army within the Navy's goal area and a goal looked certain when Block centred across the goal-mouth, but Gill was unfortunate to hit the cross bar with a fine first time effort.

The Army were now getting the better of the exchanges and were the first to score, Gill heading in a nice goal following a perfect centre by Rayson.

Immediately following this Bowley-Bull nearly increased the lead with a fine drive, but Jarvis

just managed to flat over for a corner. Jarvis, in the Navy's goal was playing a great game, as time and again the Army forwards penetrated their opponent's defence only to find the goalie intact.

The Navy strove hard to get on level terms, but their forwards found the Army defence a hard nut to crack. Just before half time Cann put in a good drive that just went wide.

The half time whistle arrived with the Army leading by the only goal scored, after a first half that was decidedly in their favour.

Half-time:—Army 1 Navy 0

Navy Goalkeeper Unconscious. On resuming the Army started an immediate raid on the Navy's goal.

Butcher, obtaining possession, executed one of his dashing runs down the wing and put across a fine centre for Stock to hit the upright.

Jarvis in attempting to save, sustained a nasty kick on the jaw and had to be carried off.

Handicapped to this great extent the Navy strove harder than ever and were rewarded for their efforts when Kennedy snapped up a pass from Perks and beat Fletcher with a fine first time drive.

A lusty shout from the Navy supporters heralded the return of Jarvis and with their team again at full strength a fine ding-dong struggle ensued with both teams striving hard for the lead.

The Navy were showing up more prominently in this half and they almost increased their lead through Kennedy, who, when well placed, shot just over.

The Navy took the lead in rather a lucky fashion; Churchhouse centred and the ball struck Dickinson and rebounded into the net.

With this one goal deficit, the Army strove hard for the equalizer and forced a corner on the right but nothing came of it. The Navy, notwithstanding their lead, never relaxed in their efforts to obtain further goals, and Fletcher had a busy time keeping the nippy forwards at bay.

At the other end, Bowley-Bull tested Jarvis with a fine drive which he did well to save. Immediately following this Stock drove in a hard one that just went wide.

The Army got on level terms through Gill who scored from a rebound.

From the kick off the Army got away and Stock worked his way through but shot weakly outside when well placed.

Gill had a fine opportunity to increase the lead, but through his hesitancy to shoot, was robbed.

A last minute determined raid by the Army forwards was fruitful when Stock put his side ahead with a fine shot which was placed well out of Jarvis's reach.

From the kick-off the Navy tried very hard to get on level terms, but the final whistle arrived with the Army maintaining their one goal lead after a very even and well contested game, with the Navy slightly unlucky not to make a draw.

Result:—Army 3 Navy 2

Division I.

ATHLETIC v. POLICE

Athletic in Form at the Stadium

As was expected, the Athletic had no difficulty in adding a further two points to their quota and incidentally improving their goal average.

The teams lined up as under:—Athletic:—Chan, Sek-pui; Ng Kam-chuen, Lai Yuk-tat; Ho Chai-yin, Wong Shui-wah, Lam Yuk-ying; Tso Kwai-shing, Ho Kar-keung, Wong Pak-chung, Sun Kam-shun and Chan Kwong-lu.

Police:—Estall; Wynno, Howarth; McCreavey, Hudson, Jossop; McEwan, Fraser, Johnson, Valentine and Bentley.

Good Openings Missed

The Athletic kicked off with the wind in their favour and a good movement was spoiled by Chan shooting wildly when well placed. Sun also missed an easy opening just afterwards. The home team forced a corner, but Tso put behind.

Unlucky Header

Police now took up the running and Johnson had bad luck with a header from McEwan's centre.

The Athletic came back in convincing style and for a time the Police defence was sorely harassed. Wynne and Howarth played an excellent game in their respective positions, however, and repeatedly saved the situation when a score seemed certain.

The Police came back after a strenuous bout of defensive work, and opened the score as the result of a shot by Valentine after Chan had punched clear from Johnson.

A Great Drive

The Athletic got away with a rush immediately the game was restarted, and Lam Yuk-ying crashed a great drive against the crossbar.

Pressure was maintained until Sun got possession and beat Estall with a fine shot from 25 yards range.

Half-time:—Athletic 1 Police 1

Exchange Even

The Police wore the first in the picture on resuming and Fraser tried a shot which went just wide of the far upright.

Exchanges ruled fairly even, but the Athletic were always just on top of their opponents and small surprise was occasioned when Wong Pak-chung beat Estall from a great centre by Chan Kwong-lu.

A further disaster befell the Police very shortly afterwards when Tso Kwai-shing cleverly eluded Wynne and cut in to score a fine goal.

The Police made valiant attempts to make up the leeway, but could make little impression on the stolid defence set up by the Athletic backs.

Lai Yuk-tat was particularly convincing in his work and showed perfect understanding with his partner.

Shortly before the close Sun came through to score the final point with a fast drive from close range.

Result:—Athletic 4 Police 1

Comment

After a shaky start the Athletic are working themselves into a position in the league which will give the leaders something serious to think about.

They are now playing with all their old artistry and few teams could have held them on the form shown.

Chan brought off some perfect saves in the opening half, while the backs gave an equally meritorious exhibition in his support.

Lam Yuk-ying did great things in the middle line, while Wong and Sun were again the pick of a polished forward line.

A Close Fight

Although well beaten the Police were by no means disgraced, and at one time it appeared likely that they would make a close fight of it.

They slackened off perceptibly in the second half, however, and finished the game in rather tired fashion.

Estall could hardly be blamed for any of the shots which beat him, while Wynne and Howarth did

well despite some rather wild kicking. McCreavey again gave a steady display in the half back line, while Valentine, Fraser and Johnson caught the eye in a forward line which is beginning to show vastly improved form.

CLUB v. RECREIO

Two Improved Teams at the Valley

Although not producing football of a very high quality, there was an abundance of incident in this match and spectators were kept in suspense right up to the final whistle.

Recreio managed to collect their first point of the season and with a little luck would have run out winners.

There was not a great deal in it, however, and a division of the points is perhaps the most equitable result of the run of the play. The teams lined up as follows:—

Club:—Rodger; Wallington, Bishop; Holmes; Gilchrist, Watson; Alexander, Davies, Goldman, Reid and Trambitzky.

Recreio:—Lawrence; Souza, Pereira; B. Gosano, Figueiredo, Goncalves; Beltrao, Ward, Remedios, Silva-Netto and Goncalves.

Club First to Attack

The Club assumed the ascendancy soon after the commencement and Trambitzky was unlucky on two occasions with shots which struck the upright.

Recreio retaliated through Beltrao and Ward, but found the home defence in good form.

Reid opened for the Club mid-way through the opening half, placing the ball well out of Lawrence's reach from a pass by Goldman.

Interesting exchanges ensued with the home team going all out for a further score.

Recreio came back strongly just before the interval however, and Remedios brought the scores level from B. Gosano's pass.

Half-time:—Club 1 Recreio 1

Good Work by Club Defence

Play became fast and furious after the resumption, and both goals had the narrowest of escapes.

Rodger brought off several magnificent saves from Ward and B. Gosano, while at the other end Lawrence did equally well in clearing dangerous shots from Alexander and Reid.

Bishop was playing a fine game in the Club defence and repeatedly saved the situation when a score seemed certain.

A further goal by Goldman for the Club and one by Goncalves for the visitors brought a most interesting contest to a close.

Result:—Club 2 Recreio 2

Comment

The Club showed far better form than last week. Rodger did some excellent work in goal, while Wallington and Bishop worked valiantly in his support. Gilchrist was the pick of the half back line, while Goldman, Reid and Trambitzky showed excellent understanding in a hard working forward line.

Recreio showed to better advantage than in any of their previous games this season. Lawrence did all that was required of him in a cool and collected manner, while both backs gave him loyal support. B. Gosano was the life and soul of the forward line. On current form Recreio are likely to improve their present lowly position in the league before many weeks are past.

SOUTH CHINA v. ST. JOSEPH'S

Poor Football at Caroline Hill

It is seldom that such poor football is witnessed in first division circles as was the case at Caroline Hill.

South China claimed the points by a win of three clear goals, but they can hardly be congratulated on their display, while the Saints were also in far from convincing form.

The teams were as follows:—South China:—Pau Ka-ping; Leo Tin-sang; Lau Mau; Leung Wing-tak; Wong Mee-shun; Leung Wing-chin; Lai Kong-hat; Chong Shui-hong; Chu Kwok-luen; Pau Ka-chuen and Ip Pak-wa.

St. Joseph's:—Rocha; T. Leonard; Gomes; O. Omar; Wright; Lozama; R. Omar; Gutierrez; Kilbride, Cobb and Jackson.

Foebles Display by Saints. Opening exchanges were slightly in favour of the visitors, Kilbride making several spirited attempts to force his way through the opposition.

Lau Mau and Leo Tin-sang stood firm however, and repelled several dangerous attacks.

Leung Wing-chiu eventually disposed of the ball to Ip Pak-wa, who centred right across the goal mouth, and an exciting tussle ensued. The ball came back to Pau Ka-chuen, who nodded through a crowd of players.

Early Reverse

This early reverse put the Saints on their mettle, but there was little method in their aggressive movements, and the home defence were seldom seriously troubled.

Jackson and Kilbride were the only two forwards to over threaten serious danger, and the support they received was so inadequate that much of their work went to waste.

South China again persisted in playing the short passing game with the result that the St. Joseph's backs were able time after time to nip in and take the ball when a shot would surely have landed it into the net.

Misticks Frequent. Play became more and more uninteresting as time went on, mistakes being far too frequent, whilst all attempts at combination went completely by the board.

Rocha brought off a series of daring saves, but he is too much inclined to trust to a kick when his hands should be brought into play.

Ip Pak-wa increased the lead for his side with a nice cross shot following a series of close passes which left the Saints defence bewildered.

Jackson sustained an injury just before the interval but was able to resume after attention.

Half-time:—South China 2 St. Joseph's 0

Player Ordered Off

Little can be said for the second half except that it produced football far below standard.

The home forwards missed some remarkably easy chances of adding to their score by persisting in hugging the ball when in front of goal.

The Saints were rarely in the picture, although Kilbride, Cobb, and Jackson, strove hard to get the forward line into working order.

South China were awarded a penalty for hands against T. Leonard, and Leung Wing-tak scored from the kick.

A few minutes later play was stopped for a reason which was not apparent to the spectators and T. Leonard was sent off the field.

The remainder of the game was almost farcical in its tameness, and the final whistle must have come as a relief to players and spectators alike.

Result:—South China 3 St. Joseph's 0

Division II

ST. JOSEPH'S v. S. CHINA "B"

Saints on Top

Played on the St. Joseph's pitch at Happy Valley, a keen struggle ended in a win for the Saints by the odd goal in five.

Teams lined out as under:—St. Joseph's:—Omar; Harvey, Clayton; K. Omar, Costa, McGrann; Reed, Castilho, D. Leonard, Haroon and S. Reed.

South China "B":—Chan Hing-chun; Cheong Wing-shing, Tu Sze-chuen; Pau Ka-sin, Pang Wah-ling, Lai Kwong-hee; Li Hing-chun, Ho Chai-wing, Chu Eok-to, Yung Ku-po and Chen Lu-hong.

Forwards in Form. Opening exchanges favoured the Saints D. Leonard and Haroon giving a sparkling display in a nippy forward line. The former opened the scoring after ten minutes' play.

South China retaliated but lacked method in their work. Chu Eok-to was able to get through for an equaliser however, prior to the interval.

Half-time:—St. Joseph's 1 South China "B" 1

Winning Goal in Closing Minutes. The second half was a ding-dong struggle, each side making desperate attempts to take the lead.

The Saints were successful after a time, S. Reed cutting in to score a nice goal.

South China refused to accept defeat, however, and again brought the scores level, Ho Chai-wing being the marksman.

Just before the close D. Leonard came along with a splendid goal which proved the deciding factor in an excellent game.

Result:—St. Joseph's 3 South China "B" 2

CHINESE "A" v. RECREIO

Fast Game at Happy Valley

This game attracted a large crowd to the Chinese ground at Happy Valley and quite a good match was witnessed. The teams were as follows:—

Chinese "A":—Wong Yin-ling; Wai Man, Mak Kwok-ling; Ng Po-lan, Tso Ping-fan, Leung Tat-wing and Leo Fong.

Recreio:—Silva; Oliveira, Britto; Silva, Lawrence, Xavier; Soares, Remedios, Souza, J. Santos and F. Santos.

Chinese Score From Penalty. The game was fought out at a brisk pace, and although the Athletic had the better of the exchanges, there was not a great deal in it, for Recreio put up a most stubborn defence and kept the invaders at bay in fine style.

The Athletic opened the score as the result of a penalty given for hands, Leung Tak-wing taking the kick and beating Silva.

The same player came very close on numerous occasions, his combination with Leo Fong being a treat to watch.

A Clever Wing. Recreio were occasionally dangerous in a breakaway, the Santos brothers

(Continued on Page 10)

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At Newmarket

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Why Trainers Go 'Grey'

It is not to be wondered at that trainers of racehorses are often grey-haired from an early age. Their charges are highly strung, and they are as much as spoilt children to look after. It was Tiffin's playful habit of throwing her rider at exercise which led to her slipping on the road and fracturing a knee. In the case of each day came to an end. Now Joe Lawton is lamenting over Pennycomequick, Lord Astor's filly, who won the Oaks. She has split a pattern very badly, and it is feared that she will be able to race no more. Of course, careful veterinary treatment may do wonders, but her case is doubtful.

Hobbies of Racing Men

As a rule people connected with the turf professionally have few outside interests, which is not surprising when one considers what a lot of their time is taken up in travelling. There are exceptions, however. Both the trainers, Felix Litch and H. L. Gell, are keen on the game of golf. Fred Lane, Bobby Jones, Perryman, H. Wragg and K. Robertson played golf in their spare time. Beary, Fox, Lane, Weston and Pines hunt on all possible occasions between the racing seasons. The Litch boys, the younger Leaders and Basil Jarvis run a polo team at Newmarket, and hunt during the winter. Tom Goughen cultivates some very fine roses, while Tom Waugh takes prizes with his poultry.

Interesting Cricket Team

The players who have just sailed to play the first Test Matches with New Zealand, have a great deal of good wishes. It has yet to be seen whether New Zealand is quite ripe for the honour of Test Matches, but certainly last time they were over in England they showed themselves very keen and very ready to learn. English professional cricketers have been engaged in recent years, and the country seems to have gone cricket mad of late.

The resignation was announced, on October 9 from his post as County Clerk of Middlesex of Sir Augustus G. Asher, who has held that office for more than thirty years. Sir Augustus, who is 68, won fame as an athlete in his school days at Loretto and at Oxford University. He played in the Oxford fifteen from 1881 to 1884, and was a member of the Scottish Rugby international team from 1882 till 1886. For many years before the war he also occupied a foremost place among Scottish cricketers.

The engagement is announced of Miss Juliet Brownrigg to Mr. Kenneth Lamson. Her father is Admiral Sir Douglas Brownrigg, and her mother, who is the daughter of the late Sir Cecil Clement-Smith (uncle of Sir Cecil Clement), Governor of Hong Kong, is the author of the "Life and Letters of Sir John Moore."

Mr. Seymour Leslie, a nephew of the late Lady Randolph Churchill has just married a young lady famed for exploits as a high jumper. This is Miss Gwyneth Mary Rawden Roden, whose jumping feats date from her school days, when she earned fame on the hockey field. She had a very beautiful wedding dress (made by a famous Paris house) of transparent 'aureole' velvet, with long tight sleeves, a billowier skirt and short circular train. The bridegroom is, like his brother Shane, a very versatile person. He has written books, is an authority on old silver, and an extremely enthusiastic lover of music.

Evelyn Brent, the American film star who gave such fine performances in "Broadway" and "Interference" and many other big pictures, is by no means the apologetic darling type, of whom there are so many in Hollywood. A quiet, unostentatious little woman, she spends much of her time creeping into cinemas where her films are being played, in order to hear, as she puts it, some home truths about herself. She spoke very forcibly on the perils of British girls going to Hollywood to get work on the films, for because they are so much in the limelight, they are in demand. Hollywood, she said, is full of out-of-work screen artists of all nationalities, and is madhouse for people to go there unless they have a contract with one of the big companies.

London's Bohemia has moved from Chelsea to Bloomsbury. The Queen of the Bloomsbury intelligentsia is Mrs.

late. Our team is a very interesting one, eight of the fourteen being amateurs. Harold Gilligan has plenty of county experience in leadership. There is a sound Sussex contingent behind him, K. S. Duleep Singh, Bowley and J. H. Duleep Singh. The fast pitches should suit "Duleep" style. Cornford, or "Titch" as he is often called, has kept wickets exceedingly well this summer, and richly deserves to have an opportunity of playing for England in Test Matches.

Cricketers Go Abroad
There are hardly any first-class cricketers left in this country now, for so many have gone abroad to take up coaching engagements. Some have gone to Australia, others to Africa, New Zealand and not a few to India. Ten players left for South Africa and the M.C.C. team for New Zealand also set sail. The exodus will almost be complete when the other touring team embark for the West Indies. Maurice Tate, Hobbs, Sutcliffe, Hammond and Duckworth, however, are leaving an "easy" in view of next summer, when the Australians descend on us.

In the Winter Time
In the winter time some of the county cricketers, especially the county, are touring, or coaching in other climates, but some of them go back to their regular businesses then. B. H. Lyon joins his father's business in Australia, and spends most of his time abroad, in the U.S.A. or in Germany, where he is at the present. Morris, of Essex, attends to his own timber business. P. G. H. Fender, of Surrey, and Lord Tennyson, of Hampshire, are partners in wine and spirit business in the West End of London. J. C. White, of Somerset, goes back to his beloved farm—not for nothing is he known as "Farmer" White—and Captain Wacey, of Yorkshire, returns to his family place at Hovingham.

A Hint to "Leg"
Seventy-four years ago Mr. Caught promised a leg of mutton to the first cricketer to play a ball country match. Green across the High Road, Chislewick, into his shop, which is a butcher's. At last this has been claimed. Mr. Perks, playing for the Hampshire Green cricket club, hit the ball to left and it landed in the shop some 150 yards away. The present proprietor of the shop willingly paid the forfeit, saying that so beautiful a shot richly deserved a leg of mutton. Hampshire Green is one of the best known clubs in the London district, and Patsy Hendren used to play with it before he joined Middlesex.

Unsatisfactory Victory
The victory of two goals to one which West Ham secured over Manchester United was not a very satisfactory one. Neither team seemed to be at their best, and all the players were

continually grouching about one thing or another. They never really settled down. It was a very dull game, on which the Hammers rely so much, were off the game. The ball did not run kindly for Russell, and Yews seemed to find it difficult even to lift the ball off the ground in taking corner kicks. Two corner kicks brought off the Hammers' two goals, but they would not have been scored if the goalkeeper had not been impeded by numbers of their own side. Manchester United, for a brief space in the first half, seemed like winning the game, but they did not actually score till just after the interval.

Millwall Fight Well
Millwall made a splendid fight for it in their game with Oldham Athletic, and ended in sharing the four goals of the match. Fifteen minutes from the end Oldham were leading by one goal, but Millwall had lost Gumm, who had been injured in a collision. However, with ten men Millwall played with more dash than they had done with eleven, and kept Oldham very busy. They scored six minutes later, and were nearly got another, but finishing just managed to tip the ball out. Lansdale did some fine work for Millwall in goal, and saved time and again in masterly style. Martin also did well at back, and was good both in defence and attack.

Spurs at Fault
The Spurs thoroughly deserved their defeat by Chelsea of three clear goals, for they did not seem to be able to do anything, or coaching in other climates, but some of them go back to their regular businesses then. B. H. Lyon joins his father's business in Australia, and spends most of his time abroad, in the U.S.A. or in Germany, where he is at the present. Morris, of Essex, attends to his own timber business. P. G. H. Fender, of Surrey, and Lord Tennyson, of Hampshire, are partners in wine and spirit business in the West End of London. J. C. White, of Somerset, goes back to his beloved farm—not for nothing is he known as "Farmer" White—and Captain Wacey, of Yorkshire, returns to his family place at Hovingham.

Moderate Arsenal Forward
James showed some very pretty play in the match between the Arsenal and Bolton Wanderers, but it must also be confessed that he made some mistakes. He made most fascinating dribbles to his right or else made hopeless-looking shots at goal. In consequence, Jones was entirely neglected on the extreme wing. Also, the Bolton men soon realised what James was doing and were ready to stop him.

Jacks, too, might have been better, for he was obviously suffering from two recent injuries. It was this forward line that lost the Arsenal the match. Their half-backs too, did not give them enough assistance. Kcen, Seddon and Nutball were a very lively lot for Bolton and were constantly attacking. Jones made up for being neglected by James by scoring the Arsenal's one goal very near the end.

COMING WEDDINGS

The forthcoming weddings are announced of Mr. Edward John Hankin, master mariner, care of Messrs. Butterfield and Swire Ltd., Hong Kong, to Miss Florence Bailes, school teacher, Raffles Girls' School, Singapore.

Mr. Franz Joseph Huber, engineer, No. 3, Bunsen Building, Kowloon, to Miss Erma Linke, Allee 85, Siemenstadt, Berlin, who is coming to the Colony by the s.s. "Saarbrücken."

Company, he held the honorary degree of Doctor of Laws of the University of Wales. He was first president of University College, Swansea, and was also a valued member of the representative body of the Church in Wales.

Princess Elizabeth has been having a lovely time up in Scotland, but is reconciled to the thought of coming South again by the promise that she is soon to begin real lessons. The Duchess received her own first instruction in the three Rs from Lady Strathmore, and means to follow the same procedure with her own daughter. Already, indeed, Princess Elizabeth has learned quite a lot about these things, more or less unconsciously, and she shows a decided liking for books. Particularly is she fond of listening to verse, and besides having a quick memory, she has facility for catching intonations of mood and manner. Like her mother, who was chosen to play the piano at a student's concert, at the age of six—she has a keen appreciation of music. The little girl is very keen on following the examples of her cousin, Princess Mary's boys, and taking riding lessons. But she is not, in the least anxious to get busy with needle and thread.

Yorkshire folk were very thrilled over the wedding of Miss Melin Lane-Fox to Captain Francis Jackson, of the Blues at Bramham Church. Princess Mary and Lord Lascelles sent the bride an antique clock, and Lord Halifax's present was a diamond ring. The bride's parents gave her a pearl necklace, a diamond and ruby ring, a fur coat and a dressing case. Her bridal gown was a graceful affair of deep cream satin, fashioned on Florentine lines, and to the corsage was pinned a beautiful diamond and pearl brooch, given her by her bridegroom's mother. Her three sisters, Mrs. W. G. Gilbertson and Mrs. Anne Wool, Lord and Lady Irwin's girls, were the bridesmaids, and two little nieces of the bridegroom carried the bride's long train. Lord and Lady Irwin's girls, too, made in medieval style, with sleeves of crimson and red dhalia for the older girls' bouquets. Lord Faversham has lent Newton Tower, Helmsley, for the first part of the honeymoon, and Lord Irwin is afterward lending Garrowby, his house in Thirpope.

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LOCAL CRICKET

Navy Suffer Heavily At Indians' Hands

NO GOOD BOWLERS

Some Clever Displays

The Royal Navy Cricket team were completely outclassed by the Indian Recreation Club on their own ground at King's Park on Saturday, when the latter declared at 123 for 3 wickets, being 5 runs and 7 wickets in hand.

Some fast and accurate bowling was to be seen in the match between Mr. Hung's team and the Civil Service C.C., the former piling up 114 for 4 wickets. Fast bowling also proved the undoing of the Royal Artillery, whose batsmen were punished severely by Hong Kong C.C.

THE GAMES DESCRIBED

Division I

ROYAL NAVY v. INDIAN R.C.

The Royal Navy suffered a heavy defeat at the hands of the Indian Recreation Club on the former's ground at King's Park. The fact that the Royal Navy is without a really good bowler is very obvious and seriously handicaps the team. The fieldwork is quite sound and so is the batsmanship but that is the point that should be remedied if any good is to be done in the future. The Indian Recreation Club punished the slow bowling unmercifully, several boundaries being put up in succession. The Recreation Club finally declared, having won by 5 runs and 7 wickets in hand.

The scores were as follows:—

Royal Navy	
C. W. Annahelm, b. Suffad	18
Sgt. Tdr. Bomphrey, c. A. A. Ramjahn, b. Suffad	10
A. B. Tealott, b. Madar	21
Lt. Stephenson, c. and b. Arculli	12
Mid. Batten, c. and b. Madar	2
Sub. Lt. Glen, not out	36
Lt. Sigm. Voce, c. A. H. Madar, b. Arculli	1
Lt. Bennett, b. Madar	0
Lt. Sm. Scott, b. Madar	1
Lieut. Dalison, c. A. H. Minu, b. Madar	5
Lieut. Divane, c. and b. Abbas	9
Extras	9
Total	118

BOWLING ANALYSIS	
O.	M.
Abbas	44 0 22 1
Minu	5 0 14 0
Suffad	4 1 10 2
Curram	2 0 12 0
Arculli	6 1 10 2
Madar	8 0 27 5
Rumjahn	2 0 14 0

Indian Recreation Club	
A. H. Madar, b. Lastlett	20
A. el Arculli, run out	5
J. P. A. Curram, not out	36
A. H. Minu, b. Voce	40
A. A. Rumjahn, not out	9
Extras	4

Total (for 3 wks.)	
123	

BOWLING ANALYSIS	
O.	M.
Laslett	8 1 24 1
Annahelm	5 0 15 0
Lt. Bennett	3 0 14 0
Scott	2 0 25 0
Lt. Dalison	4 0 16 0
Voce	3 0 26 1

CIVIL SERVICE v. MR. W. C. HUNG'S XI	
A. S. Suffad, A. K. Minu, O. Ismail, A. S. Ismail, M. R. Abbas and T. Hamet did not bat.	

The Civil Service C.C. played a team under the captaincy of Mr. W. C. Hung instead of the Chinese Recreation Club, who could not field an eleven, on their own ground. The game proved to be a little one-sided in favour of Mr. Hung's team, their bowling being very fast and accurate.	
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The result was as under:—

C.S.C.C. 1st XI.

B. D. Evans, b. W. C. Hung	0
J. Barrow, c. Hamson, b. Hung	42
J. E. Richardson, c. and b. Hamson	41
D. D. M. S. Dougal, c. and b. Omar	18
C. K. Hawkins, c. Hamson, b. Hung	8
D. R. Kelly, run out	0
F. J. Ling, b. Hung	0
F. H. Holdman, l.b.w., b. Omar	1
A. O. Brown, not out	1
T. W. Carr, not out	14
Extras	14

Total 126

BOWLING ANALYSIS

O.	M.	R.	W.
W. C. Hung	15	4	49
Omar	15	3	33
J. Hung	3	1	10
Hamson	7	2	20

Mr. W. C. Hung's XI.

E. A. Lee, run out	15
E. Zimmer, c. Evans, b. Richardson	13
J. P. Youngsaye, b. Richardson	15
W. C. Hung, c. Carr, b. Richardson	9
U. M. Omar, not out	53
Tong Wal-plu, not out	9
Extras	0

Total (for 4 wks.) 114

BOWLING ANALYSIS	
O.	M.
Ling	6 0 21 0
Kelly	7 0 25 0
Richardson	4 0 36 3
Evans	3 0 20 0
Hawkins	2 0 7 0
J. E. Neill	1 0 5 0

Division II

H.K.C.C. v. ROYAL ARTILLERY

The Hong Kong C.C. gained an easy victory over the Royal Artillery during a League Match yesterday on the former's ground. The R.A. batted first but seemed unable to settle down to the bowling, which was extremely fast, the only score of value to the R.A. being that of Lt. Musson, who compiled 52 runs. The Hong Kong Club dismissed them easily comparatively and, on taking up the batting, commenced to punish the bowling of the R.A. severely. The fielding was not too good and they did not have much to fear from that direction. They finally declared with a score of 149 runs for two wickets. Scores were as under:—

Royal Artillery

Lt. Christian, c. McKenzie, b. Skinner	3
Bdr. O'Neill, b. Divett	0
B.S.M. Leach, c. Batger, b. Ashworth	20
Bdr. Malpas, run out	6
Major MacNair, l.b.w., b. Ashworth	1
Lt. Musson, c. McKenzie, b. Divett	52
Lt. Wolfe Barry, b. Summers	2
Gnr. Bacon, b. Divett	16
Lt. Miller, not out	19
Sgt. Lawrence, l.b.w., b. Divett	3
Gnr. Moore, b. Divett	0
Extras	4

Total 126

BOWLING ANALYSIS

O.	M.	R.	W.
G. E. Divett	11	2	43
T. E. Skinner	6	0	23
Ashworth	4	0	26
Summers	6	1	25

H.K.C.C. 2nd XI.

G. P. Lammert, b. Leach	33
O. Moor, not out	55
H. J. Armstrong, c. Musson, b. Moore	44
Extras	17

Total (for 2 wks.) 149

BOWLING ANALYSIS

O.	M.	R.	W.
B.S.M. Leach	12	2	40
Lt. Christian	8	0	45
Lt. Miller	3	1	13
Bdr. Malpas	2	0	15
Gnr. Moore	2	0	19

CRAIGENGOWER C.C. v. R.A.O.C.

The Craigengower Cricket Club did not experience much difficulty in disposing of the R.A.O.C. Cricket team on their ground yesterday. The Craigengower Club batted first, and although only two scores worthy of mention were put up, namely by J. W. Leonard with 76 run and R. Sourbutts with 33, the play was good and the batsmanship of high standard. The bowling of the R.A.O.C. was also worthy of comment, especially that of Wisner who obtained 7 of Craigengower's wickets for 59 runs. Rowe and Walker also did well. The batting of the R.A.O.C. was disappointing, Sourbutts taking 8 wickets for only 10 runs. The scores were as under:—

Craigengower C.C. 2nd XI.

J. W. Leonard, not out	76
B. W. Bradbury, c. and b. Rowe	2
T. Abbas, b. Rowe	0
W. K. Way, l.b.w., b. Wisner	2
W. B. Muskett, b. Wisner	0
G. Lia, b. Wisner	0
R. Sourbutts, b. Wisner	33
W. A. Youngsaye, b. Walker	2
H. Kew, b. Wisner	4

Total 126

BOWLING ANALYSIS

O.	M.	R.	W.
D. F. Xavier	9	0	10
H. A. Alves	8.5	1	20
M. F. Pinna	6	1	20
F. D. Remedios	5	2	10

Club de Recreio

F. S. W. Smith, b. Alves	10
F. Hamblin, b. Alves	1
R. Baldwin, c. and b. Xavier	43
G. Lee, not out	0
H. H. Fantham, c. H. Noronha, b. Xavier	43
S. Jex, b. Xavier	0
H. Overy, b. Alves	0
A. R. F. Raven, c. Guterres, b. Xavier	1
H. Marlow, c. Guterres, b. Pinna	1
B. Petheram, c. Figueiredo, b. Remedios	2
C. B. Raven, c. Pinna, b. Alves	3
Extras	5

Total 70

BOWLING ANALYSIS

O.	M.	R.	W.
D. F. Xavier	9	0	10
H. A. Alves	8.5	1	20
M. F. Pinna	6	1	20
F. D. Remedios	5	2	10

Club de Recreio

H. A. Alves, b. Overy	6
L. G. Guterres, c. C. B. Raven, b. Lee	11
M. S. Pinna, b. Overy	0
D. P. Xavier, l.b.w., b. Overy	13
P. J. Remedios, c. Marlow, b. Overy	18
C. D'Almeida, b. Petheram	15
J. H. Figueiredo, c. and b. Smith	0
F. H. Carvalho, b. Petheram	10

(Continued on Page 10.)

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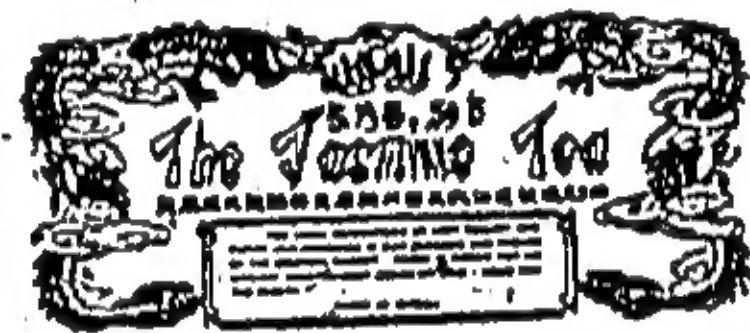
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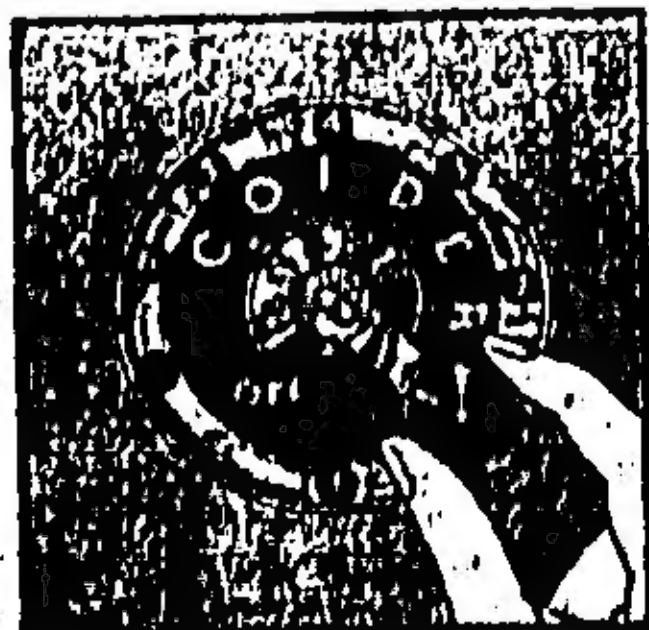
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Round The Town

This matter of Home Interference in the Government's interference in the mul' tual problem may not be exactly relished by the Government of this Colony or by anybody else, here for that matter. But neither it (the Government here) nor we (the people) can hope to knock our heads against a brick wall without getting hurt in the process. Three years ago, on November 14, 1926, after referring to the decision to rebuild the Government Civil Hospital on practically the same site, the "Sunday Herald" remarked that the Government here could not always disregard the opinion of the majority with impunity, and concluded: "Another generation of Hong Kong higher officials could tell it a different tale, having failed, until too late, to read the writing on the wall: 'Mul' Tsai,' etc., meaning, when translated: 'Don't forget the House of Commons!'" That, indeed, was prophetic, looking to the recent statements in the House of Commons with reference to the mul' tual question and to the decision of the Secretary of State for the Colonies to press the Government here to enforce registration of mul' tsai persons, as already pointed out, who do not legally exist in the Colony. A queer thing, indeed, is the House of Commons once it gets an idea in its poor old head!

The races at Picking Winners Happy Valley yesterday have left quite a large majority of the community lamenting that they had no luck in the cash sweeps. When one's office is invaded several times over by persons selling sweep tickets it seems the easiest thing possible to pick a winning number. Even on the racetrack, all you have to do is to think of the number of your bus in the morning or the number of your tram ticket—and wait for that number turning up in the cash sweeps. What a wait! Lucky numbers there may be, but like the ways of the Government, they are an unknown quantity. As in picking football winners all the systems

in the world fall at the right moment to produce that cash sweep ticket that will land you a \$3,000 or \$4,000 prize, not forgetting the more handsome prizes in other sweeps, ranging from \$40,000 to \$140,000, more or less. However, it is all a harmless pastime—one that adds zest to a race meeting that would otherwise be lacking—and so we go on buying sweep tickets and hoping against hope that some fine day our own particular lucky number will come out on top!

With the Inter-Cricket 23 port cricket carnival over at last it may be of interest from a local weekly paper that flourished here in November, 1906—only a matter of 23 years ago: "The collapse of the Hong Kong Club's batsmen before the bowling of Major Dowds, Corporal Sharpe, and Private Clegg (the latter being members of the Middlesex Regiment) came as a distinct surprise to those who have been following their performances this season. T. E. Pearce scored 4 and 9, his previous scores being 24, 13, 23, 1, 94, 56, and 42. H. Hancock, who has also been knocking up decent scores lately, having made 13, 56, and 23 not out, in his last three innings, was dismissed for 4 and 13. T. Sercombe Smith, who made a useful 43 lately, made seven and 0; while W. A. Powell and H. R. Phelps, who made 57 and 62, respectively, in a recent match, this time succumbed for 0 and 6. And so it went on. W. C. D. Turner, who made 2 and 23 not out, and R. A. B. Poulsonby, 14 not out, were the only two to make any showing." "This wonder that in the many years that have elapsed since these lines were written, 'Tam' Pearce has become a sort of W. G. Grace in the eyes of local cricketers. And to think of his captaining an Interport team—and that triumphantly—in the year 1929!

It was disclosed Anomalous in a traffic case in Motor Law Court running the week that motor licence issued for Kowloon is not good for Hong Kong

and vice versa, and that the Police only allowed it as a favour to the licencees. This is certainly "rich," if one may be permitted to indulge in Americanism. Have we a dual Government in Hong Kong, and if not, why should a motor car owner have to be licensed in Kowloon and separately licensed on the island. One can quite understand why such a law is in existence in Shanghai, Tientsin and Hankow. There they have Concessions, and the policing and repairing of roads of each Concession is borne by the authorities of the respective Concessions. It is, therefore, natural for them to derive revenue from the traffic using their roads. But in this British Colony, which includes Kowloon and the New Territories, such a thing is most anomalous, and the sooner it is remedied, the better for all motor car owners.

What with giant Picking Up rubies and sapphires at Mogok and a pearl of fabulous value found in the Persian Gulf there nowadays appear to be several people literally picking up fortunes. Unfortunately the pastime has died out in Hong Kong, as yesterday's cash sweep at the Races demonstrated to the great majority of us. And there is quite a flavour of Aesop in that tale about the Persian Gulf diver who received a cash bonus for participating in the landing of the wonderful pearl. The poor fellow went mad when he saw the wealth that had suddenly come to him! Of course the Bolshevik claim that the moral to the fable favours them. Why, they ask, should anyone be subjected to the risk of sudden madness by having a fortune thrust upon him? But the capitalists argue that the tale of the diver is a clear vindication of their rights. Why drive a simple working man to madness? Let the capitalist keep the money and make good use of it for himself. You may choose the moral you prefer. Presumably, though, the diver has a wife and family and we haven't heard of any further cases of lunacy. And, if the money hasn't worried any of the diver's poor relations, where are we?

SUNDAY SALLIES.

The wicket men from Shanghai and Malaya have left us.

"Why Wonder" did not finish in the "Y" Class at the Yacht Club last week.—Why Wonder?

"When drink is crime," reads a heading.—Well, we've always been told the price constituted a scandal in Hong Kong.

The "Paralysis of Traffic" (newspaper heading during the week) does not figure in the weekly health returns.

In spite of all the Peace talk the Somersets are still full of fight.—Hence the finals of their boxing tournament on Tuesday night.

Scotsmen were well represented in the prize-list at the Bakery Exhibition at London.—Trust a Scotsman to "rise," like his bread, to fame.

A suspect named Mak has been arrested in Honan Island for making counterfeit notes.—The authorities will Mak clear he'll Mak' no more.

There were quite a lot of "good maidens" at the H.K.C.C. ground during the week.—Only the cricketers were allowed to have a say in their destiny.

Women should be taught to cook and not merely to cremate, says the Mayor of Bath.—The only form of admiration many husbands obtain from their wives are in the way of burnt offerings at meals.

"Those wishing to have their baggage sent to the Camp at Fanling must deliver it . . . at Corps Headquarters."—Some will prefer to leave the little baggage behind when they go into Camp!

Many of the best ideas come when lying in bed late in the morning.—The only way to have breakfast and catch the bus and the Ferry in ten minutes, and then we might really enjoy lying late in bed.

It is one thing finding a man's tails and another finding a man ball.

Newspaper heading: "Sun De-flects."—It's liable to do that in the Winter time.

The Malayan cricketers left the Straits only to find themselves in straits in all their matches here.

Overheard at the H.K.C.C.: "Why can't a player be lbw? He can't get behind the wicket for the wicket-keeper."

The local "Government Gazette" contains a notice that Liberia has denounced the Berlin Copyright Convention.—Just what Lie-berlia would do.

'Tis said that only two gentlemen witnessed every over in every Interport match—and one of them (a Chinese) who knew nothing about cricket.

For the first time the broad-casting programme to-night will comprise only dance music.—Hope listeners-in will not be led a fine dance by the atmospherics.

A contentarian declares that the modern girl spends as much on a pair of stockings as formerly kept a home going for a week.—There is usually an "art" in both feats.

"We must aspire to making Scotland bi-lingual" said a Celtic Congregational speaker.—Mr. Hompeque trembles to think what would happen if his wife had two tongues.

Mr. Tilden has become an actor and now regards tennis as only a side line. We trust, however, he will not go over the line and put himself out of court in the tennis world.

To satisfy sceptical punters, an automatic camera will now photograph the finish of races on the French racetracks at Longchamps.—Personally, we have always been able to carry away the picture from Happy Valley in our memory—particularly if the horse with our money lost by a short head.

The New York Stock Exchange—the shock exchange.

We have now a Mr. Dovey and a Covey in the Colony.—Next may come Mr. Lovey.

"The Gold Rush" is being shown on the films here just when we are in the throes of the silver rush.

In their vaccination campaign the members of St. John Ambulance Brigade seem to be as sharp as needles.

In the absence of a flag Mr. Braddell might have presented the Hong Kong cricketers with a bradawl.—Would that be awl right?

From a letter to "John Bull":—"During the past year I have travelled 250,000 miles in twelve countries."—At a fraction more than 700 miles a day, this is one of the statements that do not ring true.

"The Saturday Review" on the Communist Theatre: "In Taitov's production of Saint Joan . . . the Dauphin was a clown, the representatives of the Church were vulgar and offensive; Saint Joan wore a strange costume . . . the Earl of Warwick wore an eye-glass . . . yet it would be unfair to suggest that the capabilities of Taitov are represented by the anti-Fabianism of his 'Saint Joan'."—The anti-Shavianism, we should call it.

"We men sometimes wonder why women are easily satisfied with a permanent wave that lasts only about six months and usually costs her husband about £5."—Article by Frank H. Vizetelly, D.Litt., LL.D., described as "one of the leading etymologists of the United States."—Evidently a leading American etymologist need not trouble about minor details of syntax, such as the alliteration of one husband to the entire race of permanently waved women.

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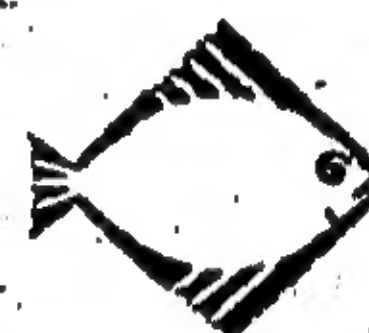
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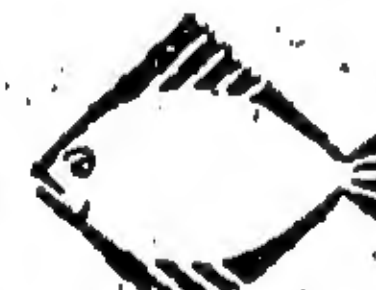
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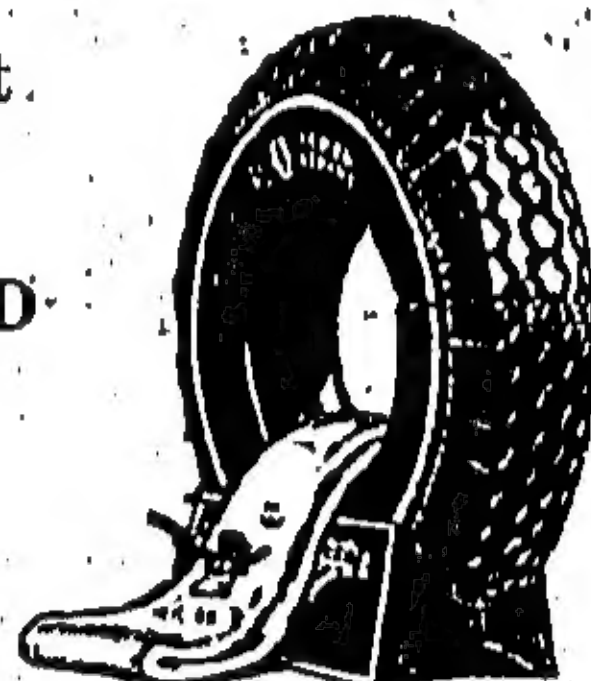
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JOCKEY CLUB RACES

(Continued from Page 1.)

Time: 2 mins. 10.1/5 secs.

Parl-mutuel, Winner \$33.79;
Places, 1st \$7.90, 2nd \$6.10, 3rd \$5.70.
(Zephyr) \$9.40. (Cavaller) \$5.70.
*dead heat.

Winner	Places
Armory	455 619
Cavaller	356 805
Amusement Tax	209 343
Duke of Milan	187 250
Zephyr	38 81
Papaya	31 95
Chemal	20 43
Desert Wind	16 17
Inca	18 47
Bright Prospect	11 22
The Ptarmigan	11 24
Dark Eyes	10 23
Duke of Nieblung	10 17
Sucre	8 16

1,330 2,101

Armory was made favourite. Next in demand was Cavaller. Then came Amusement Tax and Duke of Milan. The last named won after a splendid tussle all the way up the straight, with one of the favourites and an outsider dead-heating for third money.

Sucre and Papaya made the running from the fall of the flag. Zephyr was one of the best away but, in view of the impost, Mr. Frost wisely decided to hold hard. Amusement Tax was running early and Duke of Nieblung and Dark Eyes were behind the front bunch.

Passing the six furlongs' post, Mr. Llang shot ahead with Amusement Tax to lead by two lengths. The Ptarmigan and Papaya put on a spurt up the incline and were on terms with Amusement Tax at the black rock.

The Ptarmigan showed the way into the straight, with Amusement Tax beaten. Then came a terrific charge, several ponies running in line. In the middle was the favourite, Armory, and Mr. Heard had a clear course. Duke of Milan was brought up, heavily driven, on the far outside, and beat Armory after the mile post to win by a length.

With one close to the rails and the other on the outside, Cavaller (on which Mr. Harriman had had a hard run up the straight, but was passed) and Zephyr caught the Judge's eye together. Next best were The Ptarmigan, Amusement Tax, Dark Eyes and Papaya. The two owner ridden ponies were far in the rear.

3.—Shatin Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Winner	Places
John Peel's Nookhall 155 lbs. (Mr. Heard)	1
Dynasty's King's Falloch 157 lbs. (Mr. Newbigging)	2
Roda's Delaware Bay 152 lbs. (Mr. da Roza)	3

4.—Li & Kitchell's Duke of Melrose 150 lbs. (Mr. Harriman) 0
Ulster's Erin's Isle 154 lbs. (Mr. Charles) 0
Hinson & Yam Man's Monk 144 lbs. (Mr. Loo) 0
Bulleel & Pilling's Samaritan 153 lbs. (Mr. Bulleel) 0
C. M. Leikao's Wuchang 149 lbs. (Mr. Proulx) 0

Time: 2 mins. 44.4/5 secs.
Parl-mutuel, Winner: \$28.10;
Places, 1st \$8.00, 2nd \$3.80, 3rd \$15.50.

Winner	Places
Duke of Melrose	372 459
King's Falloch	247 392
Nookhall	227 495
Samaritan	181 223
Szatmar	113 238
Erin's Isle	101 116
Delaware Bay	83 145
Monk	65 87
Wuchang	15 13

1,433 2,177

Five out of the field of nine received fair, if slightly diversified, support. Two of them were in the first three but the victory of the "John Peel" colours was a surprise.

On Szatmar, Mr. Backhouse made a valiant attempt to run away with the race, applying the whip after three furlongs had been

covered. Delaware Bay was at the head of the bunch several lengths behind the leader.

Going up the incline, King's Falloch was sent ahead and drew alongside of Szatmar but failed to shake off the latter until passing the last bend. Delaware Bay was still in the fight, but, after jying last most of the way, Mr. Heard had swept up on the outside and challenged King's Falloch. The favourite, Duke of Melrose, showed up but it was a flash in the pan.

Nookhall crossed from the outside rapidly to the rails, swerving probably because the heavy pace set by Szatmar had told its tale. Meanwhile, King's Falloch swerved outwards, away from the rails, behind Nookhall. These two ponies had the race to themselves. But King's Falloch, under pressure, "rolled" inwards once more and finished almost on the haunches of the winner.

Delaware Bay was assured of third money after the mile post but Szatmar was still game enough to get fourth. Monk and Samaritan were very close up behind Szatmar.

4.—Hong Kong St. Legger: One and Three Quarters Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Winner	Places
Mrs. Dunbar's Hawatha 155 lbs. (Mr. Soares)	1
Ho Kom-tong's Majestic Hall 156 lbs. (Mr. T. L. Wong)	2
Eve's Grand Tattoo Eve 155 lbs. (Mr. Heard)	3
Ow's Little Thunder 151 lbs. (S. Y. Liang)	0
K. H. Kay's Triumphant Stag 151 lbs. (Mr. Backhouse)	0

Time: 3 mins. 53.2/5 secs.
Parl-mutuel, Winner: \$6.50;
Places, 1st \$5.10, 2nd \$5.50.

In comparatively slow time (for the class of pony) the big event of the day soon developed into a procession. Triumphant Stag showed the way to Grand Tattoo Eve. Far behind were Hawatha, Majestic Hall and Little Thunder. After 1 1/4 miles Mr. Soares moved up. He soon passed Grand Tattoo Eve and beat Triumphant Stag at the village. At this stage Majestic Hall gradually improved and took second place without ever threatening danger to Hawatha, the latter a hot favourite. The other three were not far apart: Little Thunder was last.

5.—Fanning Plate: One Mile.—A handicap for China Ponies that have started in at least three Extra Meetings in Hong Kong since January 1, 1929, to be ridden by jockeys who have not won five flat races anywhere at any time. Ponies that have been classified as "A" Class in any handicap at Extra Meetings this year barred. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

A. E. McCartney's Fanning Stag 148 lbs. (owner) 1
Maj. B. C. Lake's As You Like it 149 lbs. (Mr. A. B. S. Clark) 2
F. Lobel's Sunshine 155 lbs. (owner) 3

Winner	Places
Seth's Erstwhile 155 lbs. (Mr. Botelho)	4
J. C. Macgowan's Duke of Nieblung 138 lbs. (Mr. Lee)	0
Chan Wai-yan's False Alarm 139 lbs. (owner)	0
Y. T. Fung's Ullawater 139 lbs. (owner)	0

Time: 2 mins. 10.2/5 secs.

Winner	Places
Parl-mutuel, Winner: \$20.70; Places, 1st \$5.90, 2nd \$5.40, 3rd \$6.50.	
As You Like It	627 571
Fanning Stag	255 243
Sunshine	145 149
Erstwhile	59 93
Duke of Nieblung	70 111
False Alarm	11 85
Ullawater	10 27

1,178 1,220

With the exception of Ullawater and False Alarm which were tailed off, the other ponies ran a good race and the jockeys rode well.

As You Like It was made favourite, added on, and looked like doing the trick until Fanning Stag came into the picture at a late stage. The favourite and Sunshine were in the van mostly but Mr. Botelho, riding nicely in spite of the weight his pony carried, was in the thick of affairs at the rock and was still pugging hard round the last bend.

Here Fanning Stag headed As You Like It and never looked back, although the latter hunted him hotly home. Ploughing a lonely furrow on the rails, Sunshine justified expectations to capture third place. Erstwhile was not disgraced. Duke of Nieblung was outclassed with the weight he carried and ran fifth. This was the best novices' event of the second half of the 1929 flat racing season.

6.—Shek-O Handicap: "B" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Winner	Places
K. H. Kay's Tarmacadam 154 lbs. (Mr. Backhouse)	1
Tester & Abraham's The Ape 151 lbs. (Mr. Harriman)	2
John Peel's Huntington 167 lbs. (Mr. Heard)	3
Mrs. K. E. Balch's Cream Cracker 153 lbs. (Mr. Frost)	4
Ulster's Ace of Spades 154 lbs. (Mr. Charles)	0
W. T. Stanton's Buster 161 lbs. (owner)	0

Chan, M. & A. E. Rafeek's Glorious Stag 158 lbs. (Mr. S. Y. Liang) 0
Cheng & Ng's Glory 152 lbs. (Mr. McCartney) 0
Dyer & Balch's Loch Elvie 150 lbs. (Mr. Newbigging) 0
K. G. Lau's Mount Elburz 149 lbs. (Mr. Loo) 0
Hynes & Mackie's Peck 155 lbs. (Mr. da Roza) 0
N. Hashim's Sunning 143 lbs. (Mr. T. L. Wong) 0
C. M. Leikao's Wuchang 149 lbs. (Mr. Proulx) 0
C. M. Leikao's Zircon II 140 lbs. (Mr. Loo) 0

1 length, 2 lengths.
Time: 1 min. 34 secs.
Parl-mutuel, winner: \$283.90;
places, 1st \$40; 2nd \$9.40; 3rd \$5.50.

Winner	Places
Huntington	863 813
Peck	238 230
Glorious Stag	185 151
The Ape	141 285
Sunning	111 179
Buster	103 108
Ace of Spades	63 77
Loch Elvie	31 34
Tarmacadam	29 36
Cream Cracker	26 61
Glory	21 30
Zircon II	12 8
Wuchang	11 12
Mount Elburz	6 22

Total 1,830 2,106

Although several of the runners were fractious—and boisterous—at the start they all got away nicely when the flag fell and any of six might have won even at the mile post.

At the distance post it was evident that the favourite, Huntington, with a stealer of 107 lbs. (12 over weight for inches), was not going to win. The Ape, carrying a moderate amount of money, loomed up on the outside as a potential challenger and passed Huntington—but not Tarmacadam, which Mr. Backhouse had steered into the straight first.

Tarmacadam showed out at the start but Mr. Charles speedily took Ace of Spades to the front. Huntington was third and Mount Elburz, soon dropping back, fourth.

After the distance post Tarmacadam successfully resisted the rush of The Ape and held on to win by a length. Running along the rails was Huntington, which was nearly displaced for third position by Cream Cracker, which rapidly improved on the outside. In between the two Jardine ponies, Peck and Buster, were also gaining with each stride; they passed the winning post fifth and sixth, respectively, making it a very fine race indeed and adding another feather to the cap of the handicappers.

(Continued on Page 2.)

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Caught Short in the
Market
Gives the Ticker



The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.

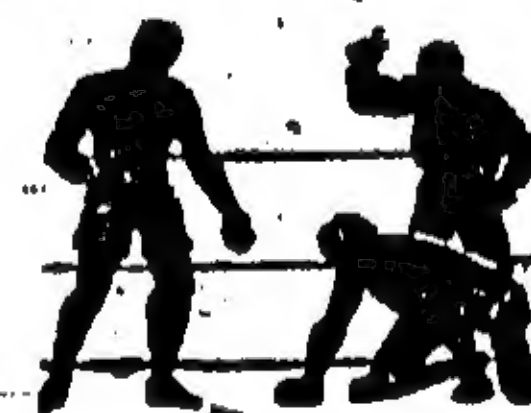


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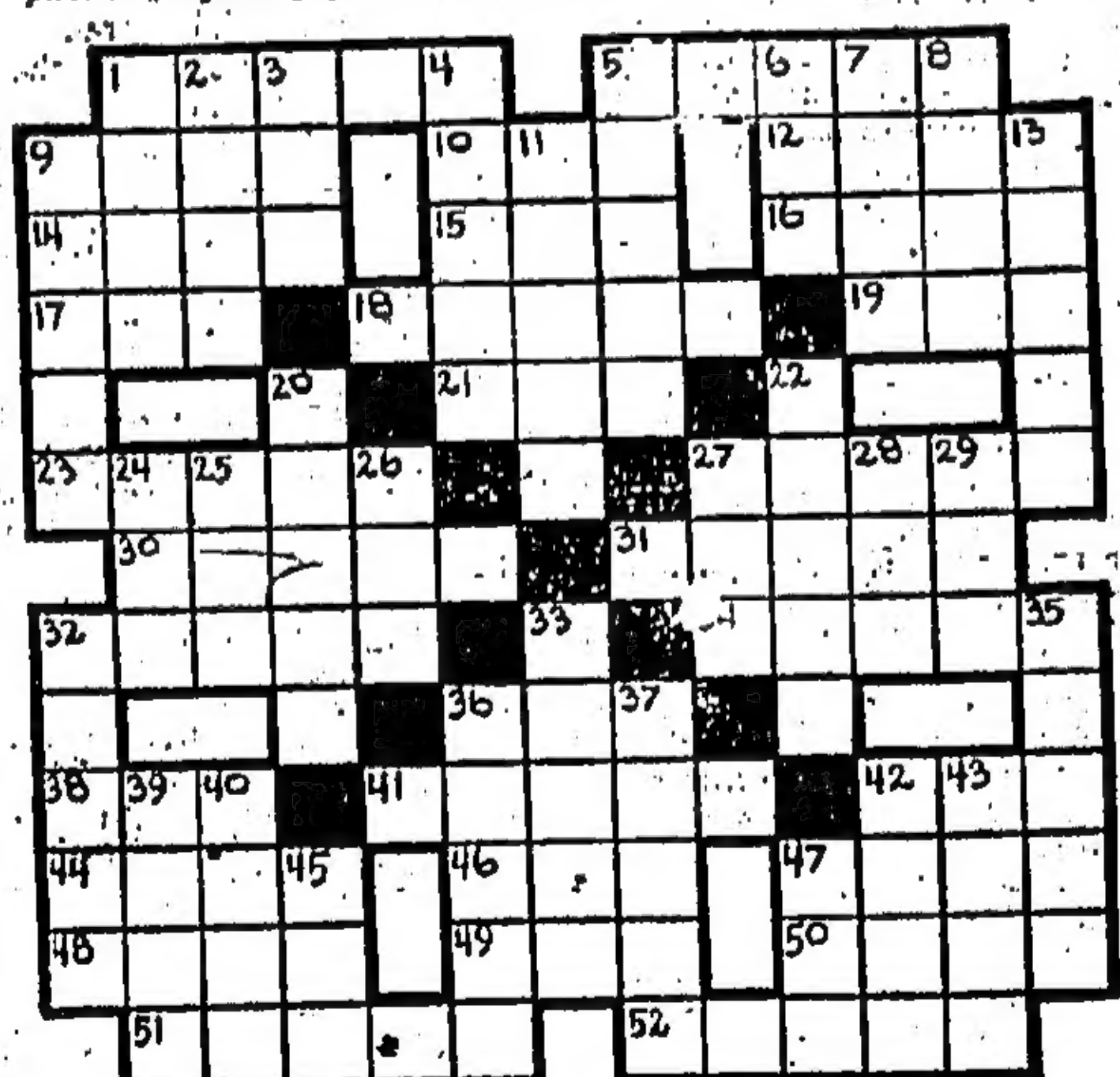
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OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Prohibit | 42-Restrain | 13-Mother (Latin) |
| 2-Praised | 43-Tidy | 20-A river of central |
| 3-The central part of | 44-Deney | Italy |
| a thing | 45-Not concerted | 22-Goddess of grain |
| 10-Pure | 46-Comfort | (Greece, Myth.) |
| 12-Wander | 47-Point of compass | 24-Confederate general |
| 14-A measure of length | (abbr.) | 25-Whole |
| 16-Receptacle for | 50-A Mohammedan | 26-Part of foot |
| holding meat | calif, captured | 27-Insane |
| 18-A river in Arizona | Jerusalem | 28-Timothy (abbr.) |
| 17-Printer's measure | 51-Instrument | 29-Australian bird |
| (pl.) | 52-Character taken by | 30-A tone |
| 19-A musical | actors | 31-Devil |
| instrument | 53-Report abroad | 32-Fabulous sea |
| 11-Allow | 54-Panther | 33-Nymph, half |
| 13-Wither | 55-Deceased | woman and half |
| 15-To brand | 56-Deceased | man |
| 17-A metric measure | 57-Deceased | 34-Deceased |
| 19-To justify | 58-Deceased | 35-Deceased |
| 21-A river in China | 59-Deceased | 36-Deceased |
| 23-A village on island | 60-Deceased | 37-Deceased |
| of Martinique | 61-Deceased | 38-Deceased |
| 25-To take exception | 62-Deceased | 39-Deceased |
| 27-The elder (abbr.) | 63-Deceased | 40-Deceased |
| 29-Englobe | 64-Deceased | 41-Deceased |
| 31-Sky | 65-Deceased | 42-Deceased |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure.
Then will give you a clue to other words crossing them, and they in turn
will give you a clue to still others. A letter belongs in each white space, words starting at the
numbered squares and running either horizontally or vertically or both.

CANADIAN SILHOUETTES

The Men of the Northland

[By Ralph A. Cooper]

Darkness closes down with the
train rushing past scattered farms
and low hanging woods beyond
Dauphin, as we travel on the
"Hudson Bay Special" from Win-
nipeg north to the land of the
Adventurous Ones, the Indians,
the Esquimaux, the husky dogs—
gold, silver, copper, nickel . . .
furs! At midnight we come to
Hudson's Bay Junction just with-
in the borders of Saskatchewan.
It is here, maybe, where we first
come into contact with the Indian,
the half-breed, and the mooseman.

A great inland sea four hun-
dred miles away, a noble river
two thousand, and an old man
with a massive beard and a look
of utter despair set adrift in an
open boat: a memory of our child-
hood books, all these are linked
up with the present by that name,
Hudson's Bay Junction. To the
timid this is the real jumping off
place for the North. We need
not leave the train. But if we
did leave it we would be safer.
Remaining where we are means
venturing on that lone trail that
flings off toward the Bay. And
what may not the North do to us?

At last we are in the big game
country! Bear, moose, caribou,
wolf, and lynx: together with
numerous other species are here
for the hunting. The rivers, too,
teem with great game fish such
as sturgeon often as large as a
fair sized pig.

We subdue our fears. Laugh-
ing men, big husky, lean and tan-
ned, in overalls, who boarded
the train an hour ago at some
wayside station, pile off now to
consume coffee, ham and eggs or
what have you, at a counter
whose light beckons dimly across
the rough roadway. We have a
vague glimpse of more lights
scattered up a hillside. It is too
dark to see. We lean back and
shut our eyes.

The men come back. The car
is alive with chatter in an un-
known tongue. A man plays a
mouth organ: a group of young
guys at the car's end break into
song. Vigorous and untrained
yet strangely harmonious is this
singing, a repetitive cadence in
minors. A boat song, perhaps.
Over and over these men go
through the refrain: the voice of
the land and the land like a weary
human at the end of a day of

KOWLOON "TALKIES"

General Improvements
at Majestic Theatre

NEW AND BETTER SEATING

In order to cope with the re-
quirements of the "talkie" which
is to be installed in the Majestic
Theatre, Kowloon, in the near
future, the Management of the
theatre informed a "China Mail"
representative yesterday that the
seating facilities of the dress
circle of the cinema house, have
to be re-arranged.

The alterations will be effected
by spacing the seating rows.
The total number of seats in
the dress circle is 360, and this
is to be reduced to 210, so that
five runs of 30 seats each will be
removed.

A spacing of four or five feet
will be provided, instead of the
present space of one or two feet
which is considerable as unsuit-
able. These seats will be provid-
ed with new and comfortable
seats.

A decision has not yet been
reached as regards the front and
back stalls seating accommoda-
tion, but it is likely that these
also be subjected to the general
scheme of improvement.

This is the first and major step
to precede the installation of the
"talkies," and it must be said
that this step will place the
Majestic Theatre in the first rank
with the leading cinemas on the
Peninsula.

IN SEATTLE

Hotel For Hong Kong
Visitors

Visitors from China to America
will always find a copy of the "Hong
Kong Sunday Herald" at the Hotel
Gowman in Seattle. In this way
they keep in touch with the home
port and get the latest news that
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meeting place for travellers from
all over the world. They have
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and it is re-addressed to them on
their request, no matter where
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sider it their home address.

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and friendly personality and it is
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every nationality and in every
country of the world, and that he
makes a personal friend of every
guest.

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always ready to advise the arriv-
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as to the ways and customs of
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ful suggestions that will make the
way smooth. Every convenience
will be placed at the travellers'
disposal. Guides, interpreters,
and transportation always avail-
able.

FANLING HUNT

Entries For November
Meeting

SATISFACTORY LIST

The entries for the Fanling
Hunt Steeplechase Meeting on
Sunday, November 24, are as
under:

November Heavyweight Stakes (Once
Round)—Winner \$75; 2nd \$25;
For China Ponies. Catch Weights
168 lb. Entry \$5.

Pony	lb.
Ace of Spades	168
As You Like It	168
Erin's Isle	168
Fernleaf	168
Gold Medal	168
Huntington	168
Montana	168
Orange William	168
Strathmore	168
Sure	168
Target	168

Antelope Steeplechase (About 14
Miles)—For a Cup, 2nd \$25. For
China Ponies, the Bona Fide pro-
perty of an Officer in H.M. Services
or a Member of the Hong Kong
Volunteer Corps. To be driven by
an Officer of H.M. Services or
Member of the Hong Kong Volun-
teer Defence Corps. Weight for
inches as per scale. Entry \$5.

Pony	lb.
Aristophanes	168
As You Like It	168
Bingo	168
Brown Eve	168
Crabapple	168
Desert Storm	168
Duke of Niblung	168
Fanling Stag	168
Fire Call	168
Grey Eyes	168
James Pigg	168
Movannah	168
Mowgli	168
Sure	168

The November Cup (About 14
Miles)—For a Cup, 2nd \$75; 3rd
\$25. For China Ponies. Weight
for inches as per scale. Entry \$5.

Pony	lb.
Ace of Spades	168
Duke of Niblung	168
Erin's Isle	168
Fanling Stag	168
James Pigg	168
King's Parade	168
Montana	168
Mowgli	168
Social Mark	168
Target	168

Castle Peak Handicap (About 14
Miles)—Winner \$75; 2nd \$25. For
China Ponies. Entry \$5.

Pony	lb.
Ace of Spades	173
Erin's Isle	161
Montana	161
Orange William	161
Safety Last	161
Aristophanes	168
Chemal	168
Duke of Niblung	168
Movannah	168
Social Mark	168
Target	168
Gold Medal	148
Bleeding Paper	140
Caviare	140
Little River	140
Newfoundland	140
Shelia	140

November Maiden (One Mile)—Win-
ner \$75; 2nd \$25. For China
Ponies that have never won a
Steeplechase. Weight for inches
as per scale. Ponies that have
started at Kwantai allowed 5 lb.
Entry \$5.

Pony	lb.
Bingo	168
Brown Eve	168
Chemal	168
Desert Storm	168
Diana	168
Fernleaf	168
Fire Call	168
Gold Medal	168
Honeycomb	168
Huntington	168
Jack	168
King's Parade	168
Montana	168
Mountain Greenery	168
Newfoundland	168
Ploughman	168
Fort Pond Bay	168
Rummy	168
Shelia	168
Slang River	168
Social Call	168
Social Mark	168
Sure	168

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Be Traced

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R. Cook, Mrs. W. T. Cook, L.
Chanatankorn, E. S. Clough, Miss
M. Cooper, J. W. O. Davidson, C. T.
Dulaney, J. W. Cloyn, Hun Gln.
Berlin Honig, W. E. de Jager, F.
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Mrs. W. G. Whitaker, Capt. E.
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G. F. Hanwell, c/o H. K. Hotel,
A. P. Khamis, Lau Chun-pui, Lau
(Continued at foot of next column)



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rasthenia—nerves—these
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cause of depression, irrit-
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the trouble for good by
nourishing these nerves
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the special food that the
nerve cells use. It is skil-
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milk, malt extract, and
chocolate to make Glax-Ovo
a nutritious food-drink,
most delicious in flavor.

Try taking a soothing cup
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how invigorated you feel
next day. Nerves and
sleeplessness must be re-
medied without delay: so
take action now—get a tin
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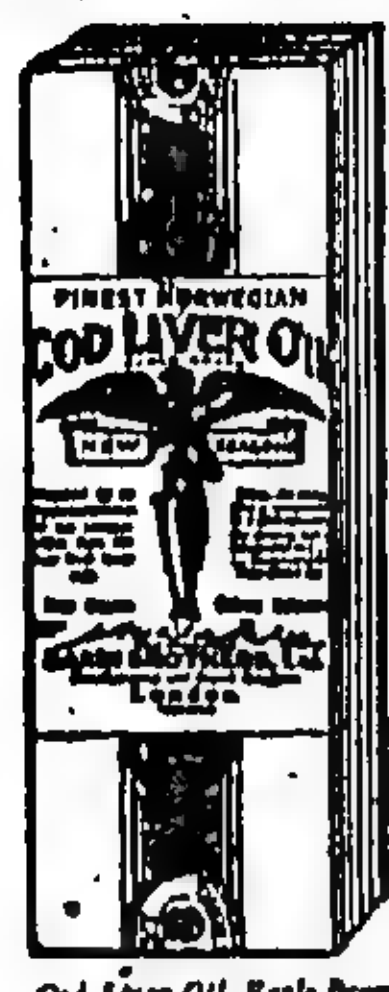
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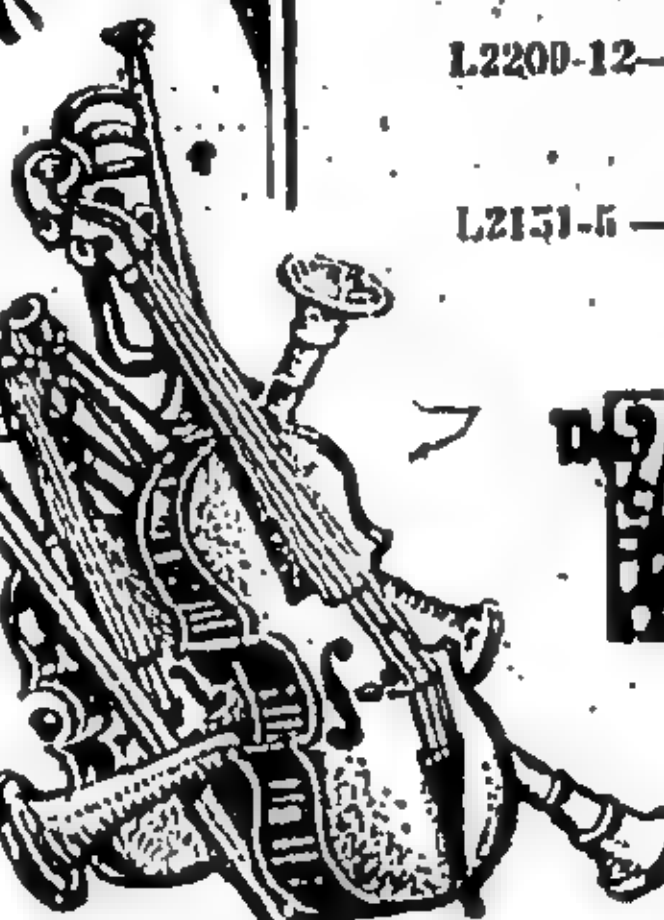
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HONG KONG, SUNDAY, NOVEMBER 17, 1929.

Medical Reorganisation

IT was news of a very welcome nature to learn through the medium
of a letter from the Government to the Sanitary Board that it
is contemplated to reorganise the medical and sanitary services of
the Colony. It is a subject over which the Press have spilled much
ink and indulged in a great many unpleasant adjectives during the
past four or five years—to go no further back. Three years ago
we were solemnly assured by the then Colonial Secretary that public
health was a subject that was causing the Government grave concern.
But he was meticulously careful not to admit that there was
a most pressing need for reorganisation. Still less would he hint
that the Government of that day had the slightest intention of
paying heed to the vigorous movement in favour of necessitous
reforms.

The first silver lining on the clouds of despair at getting any-
thing done by the Government appeared with the appointment of
Dr. Wellington as Director of Medical and Sanitary Services. That
new title naturally led us to infer that the Director would in reality
and not merely figuratively direct the medical and sanitary services.
And that could only be possible by incorporating the entire services
mentioned. But how can the sanitary services be directed con-
junctly with the medical services so long as the Director of both is
not a member of the Sanitary Board? He cannot possibly get a
thorough grasp of the work that it does (and the work it some-
times should do but does not) merely through the medium of minute
papers or newspaper reports of meetings.

Hence the proposal of the Government now to appoint the
Director of Medical and Sanitary Services to be a member of the
Sanitary Board. We refrain from criticising the belated nature of
the intention to make such an appointment. It is so natural a
step in the scheme of things medical and sanitary as to occasion
surprise that it was not thought of years ago. Now that it has
come within the realm of practical politics it is to be doubly wel-
comed. Apart from a thirst for more information from the Govern-
ment in regard to the intended reorganisation of the medical
and sanitary services it is gratifying to learn that the elected
members of the Sanitary Board approve of the Government's in-
tention and welcome the appointment of the Director of Medical
and Sanitary Services to be a member of the Sanitary Board. It
is hardly conceivable that the elected members of the Board could
do other than express gratification with a contemplated appoint-
ment aiming, as it must, at efficiency in coping with the problems
of public health and sanitation. And thus we have a glimpse of
the second silver lining on the clouds of despair that hovered over
us in such matters a few years ago.

Having taken the Sanitary Board frankly into its confidence
and asked for an expression of opinion before actually making the
new appointment, the Government, we may be confident, will be
content to test the change before committing itself to other fresh
plans that obviously must be part and parcel of any thorough
scheme of reorganisation of the medical and sanitary services.
"First things first" is a wise motto. Whatever may be contem-
plated in the near future the Sanitary Board and the public may, as
in the present instance, anticipate that they will be advised in good
time. Let them be content with the taste of the first bite of the
cake and not raise unjustifiable suspicions as to the quality of the
rest of it.

NAVAL SITUATION

The recent conversations of
President Hoover and Mr.
Ramsay MacDonald have result-
ed in invitations being issued for
a five-Power naval conference in
January. It may be taken for
granted that this means a post-
ponement of further battleship
construction for the present, as
neither France nor Italy wants
this class of vessel, and Japan
cannot afford them. But whether
Great Britain will be able to re-
duce her fleet to bring it down
to parity with the United States,
whose fleet President Hoover
does not want to increase, cannot
be known till the intentions of
France and Italy are disclosed.
Japan will fall in with any rea-
sonable scheme for the sake of
economy. The two Anglo-Saxon
Powers have put forward their
invitation as a move towards the
furtherance of the Kellogg Pact.
France and Italy, however, find
it difficult to imagine any sort of
agreement between nations
which has not some military con-
vention behind it, and suspect an
Anglo-Saxon alliance which

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premises in this respect mak-
ing it easier to have the matter
rectified.

would be utterly opposed to
American opinion. France clings
to the old attitude that security
is to be maintained only by mak-
ing other nations insecure, and
will resist the limitation of
smaller craft, especially sub-
marines, with the building of
which she has been making
Great Britain feel uneasy. The
obvious strategic reason of this
programme, however, is the need
to keep open the sea route to
North Africa against any possi-
bility of an attack by Italy, who,
she believes, resents her posses-
sion of the best parts of North
Africa, especially of Tunisia, popu-
lated mostly by Italians. North
Africa, indeed, appears the only
possibility of Italian colonial ex-
pansion. There is no immediate
danger, but Fascist speeches and
articles keep the French Press
excited. For this reason France
insists on a larger fleet than that
of Italy, as she has Italy to fear
and three coasts to protect. So
long as the naval policy is deter-
mined by the fear of war, rather
than the will to peace, little can
be done towards disarmament,
though naval competition be-
tween France and Italy would be
far more dangerous to both than
any limitation agreement could
be to either.

The suggestion that Great Britain
should abandon her naval
stations in the West Indies is an
important one. These have no
meaning except in reference to
the United States who has
formidable naval and military
defences to the Panama Canal
which the British stations strate-
gically threaten. British naval
withdrawal would have a most
impressive effect on American
opinion as a guarantee of per-
manent good faith and if, as
most people believe, war between
these two countries is unthink-
able, it would appear to be
a statesmanlike move, and with-
out much compensating disadvan-
tage.

HONG KONG FAIRY STORIES

Nobody wants silver dollars.

Hong Kong wanted Malaya to
draw the last match.

Extra prices for goods are be-
ing paid quite cheerfully.

It is a great pleasure to every
one to have to pay 15 per cent.
extra for imported goods.

An offer to begin the Interport
cricket matches all over again
was declined by the visitors.

Every excuse to leave the office
just for a few minutes during the
cricket matches was perfectly
genuine.

Perfect order is still maintain-
ed by the riksha pullers and
chair carriers at the Star Ferry
on the Hong Kong side.

A warrant is to be issued
against the H.K. Cricket Club
chimpanzee for emitting yellow
vapours during the Interport
match between Shanghai and
Malaya.

The condition of the two trails
in the New Territories marked
"Private Road to Station" very
clearly indicates a serious stretch
in someone's imagination in term-
ing them "Roads".

FOOTBALL

(Continued from Page 4.)

forming a speedy and clever wing, but
their efforts were nullified by the poor
shooting of the other forwards.

Half-time:—
Chinese "A" 1
Recreio 0

Recreio took control after the
change of ends, and the result was
never in very much doubt.

Olivera and Britto struggled gamely
to keep a nippy forward line in
check, while Silva brought off several
very creditable saves.

He was well beaten by a header from
Tao Ping-fan, however, after a corner
delightfully taken by Lee Fong.
The Athletic proceeded to initiate
further strong attacks and Leung Tai-
wing presented them with a third goal
from Lee Fong's centre.

Result:—
Chinese "A" 3
Recreio 0

CHINESE "B" v. SOMERSETS

Disappointing Display by
SomerSETS

The SomerSETS lost two valuable
points to Chinese "B" and are losing
hold on their chance of seriously chal-
lenging the K.O.S.B. for pride of place
in the League table.

The teams were as follows:—
Chinese "B":—Sue Tin-lin; Li Ping-
put, Wong Suk-ping; Chan Kwong-
hung, Ng In-hing, Hui Kim-hung;
Cheong Koon-sang, Hui In-tai; Lo
Chan-wau, Wong Wing-lin, Lai Tung-
chey.

SomerSETS:—Wallace; Neil, Verrier;
Huish, Mead, Chidgey; Randall,
Barry, Denness, Troth, Evtik.

Military Score First

In a well-contested first half the
SomerSETS were the first to register a
goal, by the aid of Evtik, who went in
for a good drive well out of Sue Tin-lin's
reach.

Not to be disheartened by being in
arrear, some good work was put in by
the Chinese "B" forwards resulting in
Lo Chan-wau receiving a nice pass
from which he scored, thus making
matters even.

It was now the SomerSETS' turn, and
they took command of the game play-
ing good football but failing to beat
Sue Tin-lin, who was very safe be-
tween the posts. Troth had had luck
by hitting the upright with a fast
shot just before the interval.

Half-time:—
Chinese "B" 1
SomerSETS 1

Decision Saves SomerSETS

The Chinese re-opened the game in
great style, Wong Wing-lin scoring
with a fast drive a goal all the way.
Ding-dong play followed for some
minutes, all the Chinese forwards
made another raid, and Wong Wing-
lin, with only the goalkeeper to beat,
was ruled off-side. No further score
was made and the final whistle went
with the Chinese leading.

Result:—
Chinese "B" 2
SomerSETS 1

EASTERN v. CLUB

Easy Points for
Eastern

Played at King's Park this match
ended in a victory for Eastern by three
clear goals.

The Club again gave a most dis-
appointing exhibition, and will have to
show vastly improved form if they are to
get away from the bottom rungs of
the league ladder.

Lee Ping-tong opened for Eastern
soon after the commencement and the
remainder of the first half was full of
missed opportunities, both sides being
guilty in this respect.

Fung Yui-wai and Salleh were in
good form for Eastern, but the shoot-
ing of the whole forward line left
much to be desired.

Half-time:—
Eastern 1
Club 0

Hot Trick by Eastern Forward

The Club made several disorganised
attempts to bring the scores level, but
their forwards showed a lamentable
lack of understanding and many good
chances were frittered away owing to
muddling tactics. Lee Ping-tong added
a second goal for Eastern mid way
through the second half, and the same
player completed the hat-trick shortly
before the close of a game which did
not provide spectators with very much
excitement.

Result:—
Eastern 3
Club 0

K.O.S.B. v. KOWLOON

Scots Continue Their Winning
Career

The Borderers gained yet another
victory in this match at Soekampoo,
but did not have matters their own
way by any means.

The first half was evenly contested,
both goals having some very narrow
escapes before Crawley got through to
give the homesters the lead.

Coates played a fine game in the
Kowloon forward line and had hard
luck on several occasions with shots
which were narrowly wide of the tar-
get.

Half-time:—
K.O.S.B. 1
Kowloon 0

Kowloon Miss From Penalty Kick
Kowloon started off in great style,
and for a time it seemed likely that
the Borderers would have to make a
hard fight for a point.

Guest went inches wide with a shot
which deserved a better fate, while
Moss was also off the target from a
good position.
Further goals for the Borderers
were scored by Crawley and Bird,
while Moss obtained Kowloon's point.

The latter missed a penalty during
a very fast and interesting game.
Result:—
K.O.S.B. 3
Kowloon 1

R.A. v. EWO

Artillery With Depleted
Team

The R.A. commenced with only ten
players and both teams took some time
to settle down.

A light ball on hard ground was the
cause of both sides not making full use
of the chances offered.

The Ewo forwards eventually broke
away and appeared to have the goal
at their mercy but badly mislaid in
front of goal and the effort was wasted.
The play then went to the other
end again, to find Schofield taking the
ball in, positioning himself for his shot,
which hit the post and was easily
cleared.

The remaining exchanges to the in-
terval were even, neither side having
found the net.

Half-time:—
R.A. 0
Ewo 0

Goal-less Draw

It was disappointing to witness a
number of scrimmages that occurred
in front of both goals during the clos-
ing half, the forwards of both sides
failing to put in a shot likely to bear
fruit. On the run of the play the re-
sult speaks for itself and it proved to
be an uninteresting game.

Result:—
R.A. 0
Ewo 0

NAVY v. UNIVERSITY

This match was to have been play-
ed on the Navy ground at Happy
Valley.

Both teams put in an appearance
on time but the referees failed to arrive
on the scene and the fixture was ac-
cordingly postponed.

SOUTH CHINA "A" v. R.A.M.C.

Owing to the non-arrival of the
Medicals the referee was obliged to
call this match off, after waiting 30
minutes after the scheduled time for
commencement.

LOCAL CRICKET

(Continued from Page 5.)

E. A. Noronha, run out	1
F. Barros, c. ex. b. Petheram	5
H. Noronha, not out	4
Extras	4
Total	69

BOWLING ANALYSIS

	O.	M.	R.	W.
G. Lee	8.0	1	18	1
K. Overy	8	3	25	4
B. Petheram	5	0	12	8
F. S. W. Smith	2	0	12	1

P.R.C. v. H.M.S. "HERMES"

The Police were substantially
beaten by the Sailors at Happy
Valley yesterday. Their full team
was not in evidence, however,
Fletcher being absent on duty, as
well as others, thus depriving them
of the chance of putting up a better
game. The bowling of the
"Hermes" team put the Police into
confusion, T. H. King appearing to
be the only one who knew how
to master it. He scored 46 runs,
the second best score of the after-
noon, in a comparatively short time.
The "Hermes" team made the most
out of the bowling put to them and
even though the fielding of the
Police was good, it could not stop
their opponents from compiling
runs fairly quickly. The "Hermes"
finally declared with 189 runs for
6 wickets down, as against a full
team score of 112 runs made by the
Police. The scores were as under:

Police Recreation Club

W. E. Meadows, b. Truistler	0
F. W. Sherry, b. Hammond	0
A. Kirby, c. Wright, b. Truistler	2
T. H. King, c. Truistler, b. Wright	46
B. G. Baker, c. & b. Wright	10
H. Danbrowky, b. Swann	4
A. Reynolds, b. Swann	5
T. Hunter, c. Swann, b. Wright	5
A. V. Baker, c. Cross, b. Truistler	0
E. Post, c. Wright, b. Swann	4
A. Callard, not out	1
Extras	2

Total 112

BOWLING ANALYSIS

	O.	M.	R.	W.
Ch. Sto. King	7	1	14	0
Truistler	7	3	12	3
E. R. Hammond	8	0	19	1
Serg. Lt. Sayers	3	0	20	0
Lt. Wright	5.1	0	28	3
H. W. Swann	5.4	1	17	3

H.M.S. "Hermes"

Lt. Wright, run out	57
Lt. Truistler, b. King	27
Lt. Murray, b. King	13
A. L. Hook, b. A. V. Baker	11
Sto. Cross, b. Sherry	27
Capt. Campbell, b. Sherry	3
F/Lt. Colquhoun, c. Hunter, b.	
B. G. Baker	10
Sto. Swann, b. Sherry	17
E. R. H. Hammond, not out	12
Extras	7

Total (for 8 wickets) 189

BOWLING ANALYSIS

	O.	M.	R.	W.
B. G. Baker	13	0	61	1
E. Post	3	0	14	0
Meadows	1	0	10	0
A. Callard	3	0	14	0
T. H. King	6	0	28	2
F. W. Sherry	4	0	18	0
Danbrowky	3	0	12	0

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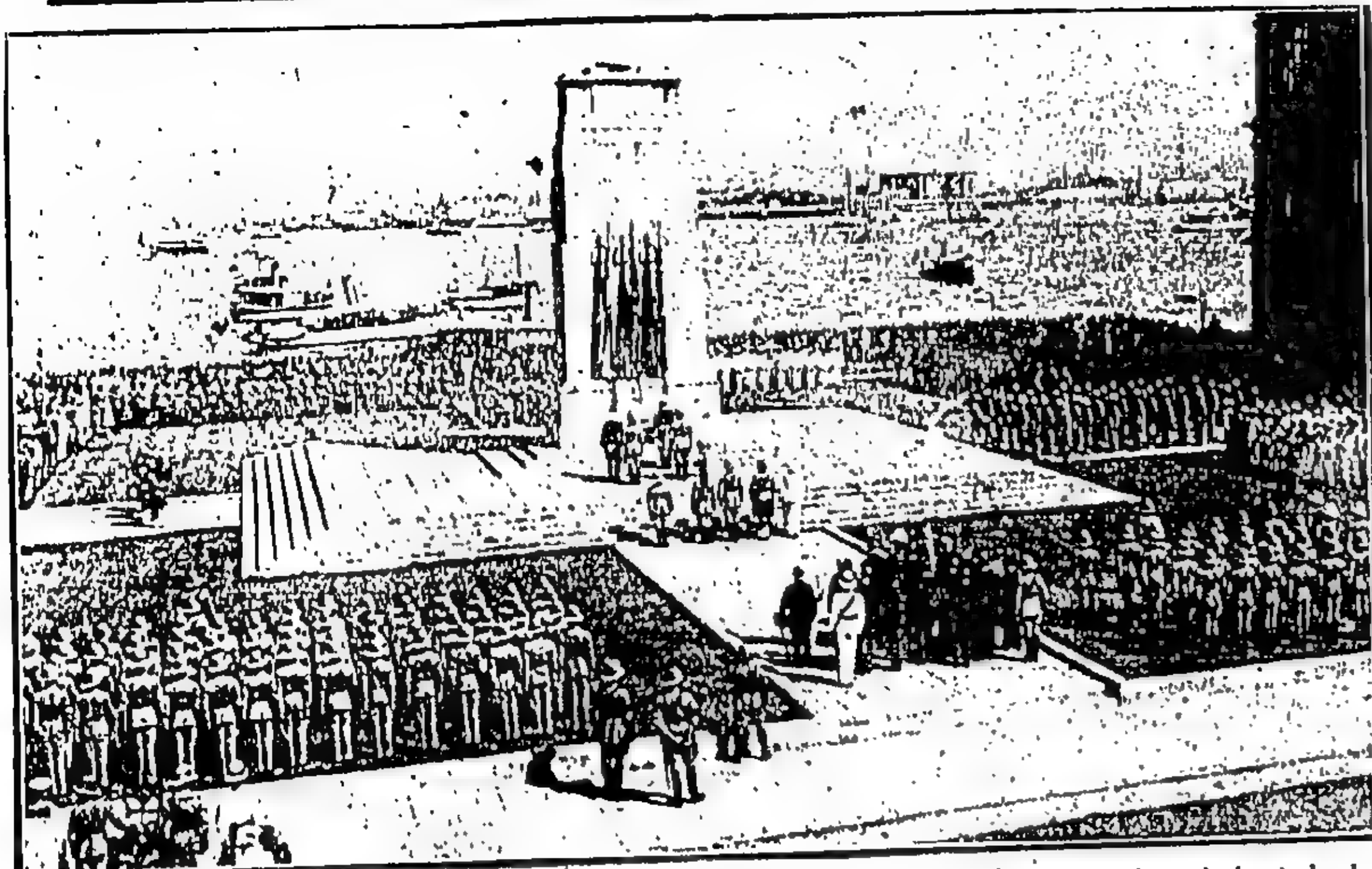
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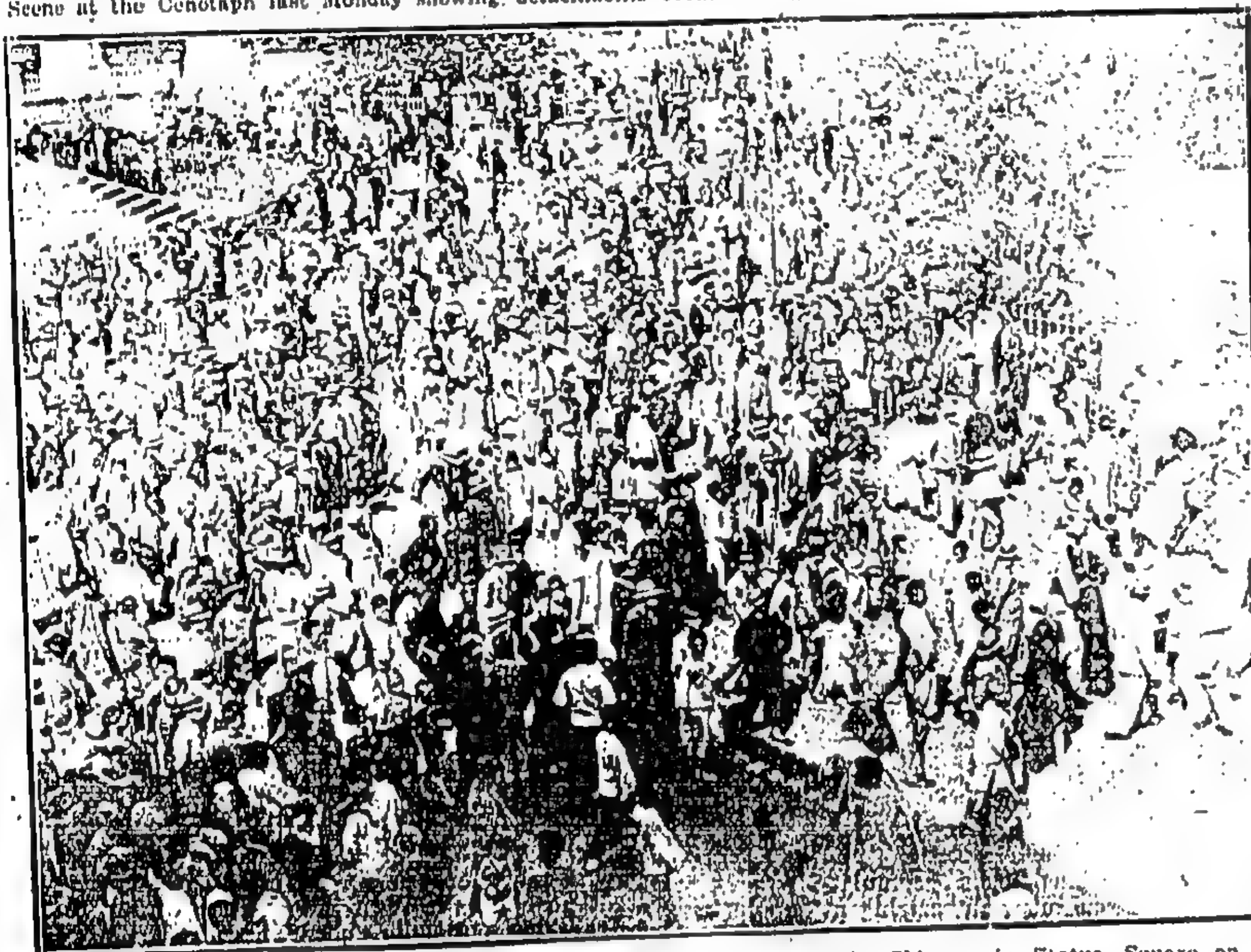
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HONG KONG, SUNDAY, NOVEMBER 17, 1929.

9



ARMISTICE DAY PARADE.—During the "Two Minutes' Silence" in remembrance of the glorious dead. Scene at the Cenotaph last Monday showing detachments from the fighting services.—(Alfred Lock & Co.)



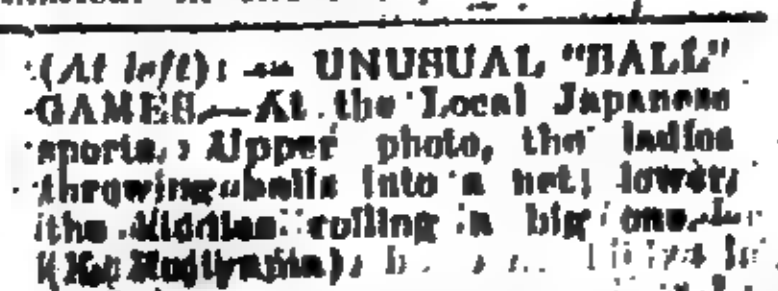
COSMOPOLITAN CROWD.—Some of the people of many nations, mostly Chinese, in Statue Square on Armistice Day.— (Alfred Lock & Co.)



LOCAL FOOTBALL.—When the South China A.A. last 9-2 to the 2nd Batt. R.O.S.B. in the League, Division I, Saturday before last.— (Alfred Lock & Co.)



POCKET KODAK 1 A.—Full moon, looking towards Talkoo.— (By an amateur in the R.N.)



(At left) — UNUSUAL "BALL" GAME.—At the Local Japanese sports, upper photo, the ladies throwing balls into a net, lower the children, calling in big ones.— (The Singaporean)

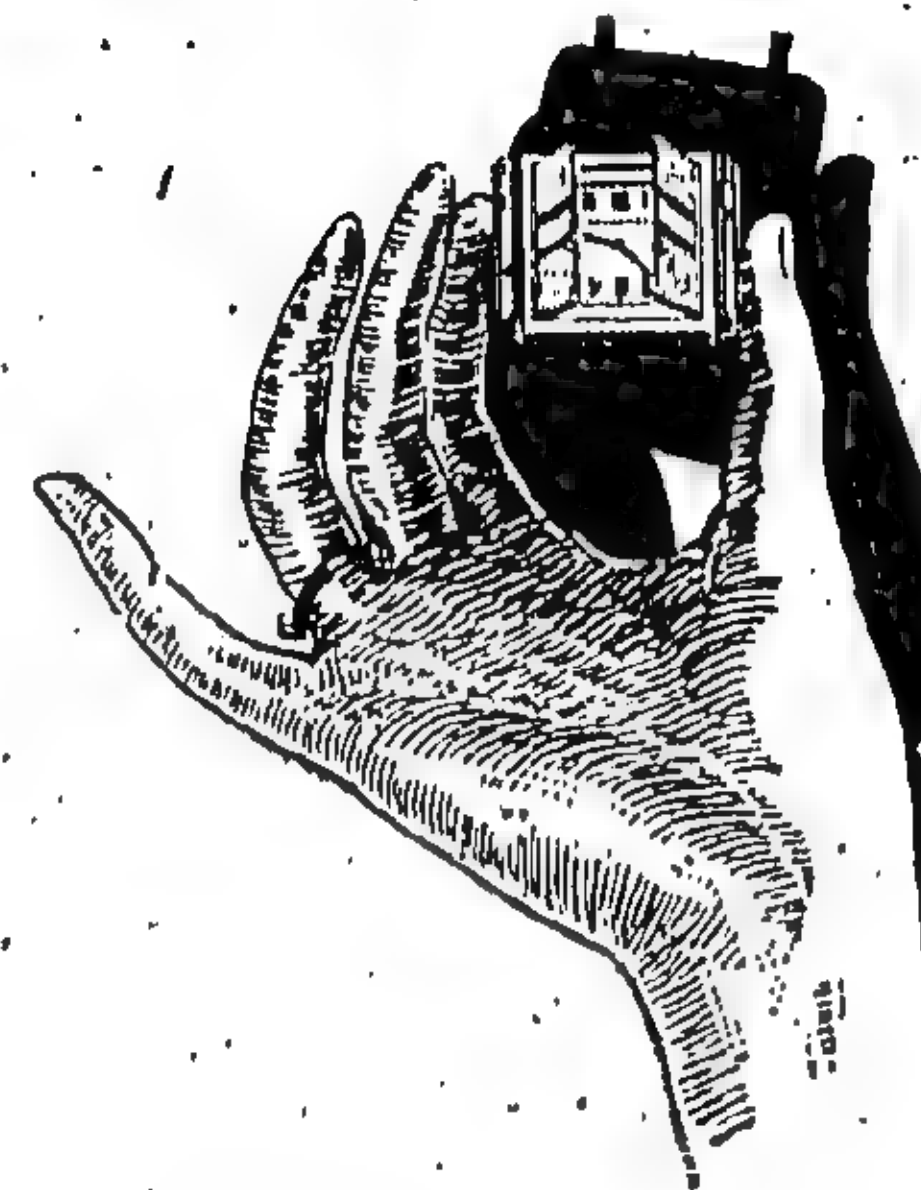


POSING BEFORE THE PHOTOMATON.—On left, Mr. H. Schramm, the popular managing director of Churchill & Tail's Attractions at the Praya East reclamation, Watchful. On right, the great Van Norman, who makes the essential dive into a blazing tank.—(Photomaton).



MADAME BARONELLI.—Who teaches local ladies physical culture, is seen in a difficult but graceful pose.—(Mumey's). Other pictures of Madame Baronelli in yesterday's "China Mail."

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The Woman's Page



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This elegant tea gown is cut on medieval lines in rich velvet of a lovely shade of grey rose. A yoke of gold lace in heavy quipure design is continued in oval shaped pattern at back, while the double semi-circular train is also edged with the gold lace. The draped and fitted bodice is effectively finished both back and front with heavy gold tassels, while the wide hanging sleeves give a graceful note. Debenham and Freedley, London.

CORSETRY ART

Today's silhouette is full of intricacies, and requires the most subtle skill on the part of the corsetiere. The correct, or sports belt, now has to be most marvelously made and fitted, for more than ever does it form the foundation of all our sartorial success.

Such light little affairs, too, they seem! Sometimes of batiste, with bones that lift out, or in the stronger silk-elastic and patterned lace, and equally charming in satin and lace. The latest corsets—or the lighter belts—are all easily washed and cleaned, and represent the most wonderful art in moulding and shaping. Cut away at the back, to suit the new evening frocks, they successfully flatten the lower part of the back. For though we may curve slightly in at the waist, back, front, and hips are

firmly controlled by fashion in the guise of the really well-cut corset. The tailor also demands that our undergarments should follow the lines of the figure without any unnecessary gatherings, for nothing must disturb the perfected lines of the modern silhouette.

PURPLE AND LAVENDER

A few chic Parisiennes have demanded that violet—from papal purple to palest lavender—should come into the winter scheme. The August collections "would have none of it," in fact, both the wine and purple shades were rigorously excluded from the colour list. This gave the chance for the exclusive ones to create later models in all the glory and richness of purple. It is a colour that was bound to come with the wearing of velvet and fur.

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The World's Most Expensive Shoes



The annual Shoe and Leather Exhibition at the Royal Agricultural Hall, London, exhibited the footwear of the smart women for the winter season and was attended by buyers from all parts of the world. Many novelties were displayed, particularly in expensive footwear from all kinds of skins. Here are some fantastic styles for men and women. Left to right, the late 18 in black and white check boots, a six-inch high heeled shoe with a speckled patent, and a cut-out kid red and shell pink boot.

REAL TWO PIECES

Careful Toning Of Colour

"Two pieces" will really be made in two pieces for the next few months, which means that two entirely different materials will be used for frock and coat, which will be linked together only by careful toning of colour. Last year it was correct to wear a dance frock of supple ring velvet with an evening cloak or coat of the same material; chiffon frocks had chiffon coats, and of course lace frocks had lace coats. Very chic, perhaps, but a little boring! Now you may have a charming gown of crepe satin in, say, bright leaf brown, perfectly cut on princess lines, with almost tailored seams to get that marvelous fit round the hips, and with inset panels to give an elegant fullness to the back. Over this may be worn a short coat of velvet in exactly the same shade, lined with the satin, and having a big collar of fox dyed to match.

A gown of flowered and gilded tulle, in shades of red and silver, will be covered by a coat of silver coloured satin.

For day wear, it is very smart to have a slim frock of black and white patterned crepe and a coat of soft black silk moire. The latter is quite straight and loose, with a small stand-up collar and a flat edging down one side of the front of black shaved lamb.

A very useful combination is a frock of crepe-de-Chine and a velvet coat several tones darker.

CHANGE IN STYLE

Though tailor-made costumes in reality show the same characteristics, there is a slight variation which differentiates the smartest type from last season's models; they are not only cut to shape, the figure on more definite lines, but in practically each costume there is some decorative quality taking its form from pieces of the material applique in conventional patterns like patches, grouped rows of strapings and stitchings.

The line is accentuated by carrying the skirt four inches below the knees in front to a slightly lower line at the back. This line marks the models classed above the ordinary (well worn on less important occasions). These smarter tailor-mades are invariably executed in a finer fabric than hitherto used for the winter season as matching coats accompany them with the same awaying effect. Or inserted boxpleats, appearing in skirts worn underneath and faintly exaggerated in the skirts of overcoats to add the semi-fitted line and complete a change in style.

MILLINERY CHANGES

The first autumn hats were frankly hideous, and were rejected by the Parisiennes, who disliked the long back that so effectively spoils the neck-line. This is modified in the later models from the leading houses. The back of the crown is draped and fulled and fitted just to the nape of the neck to allow of the very high collar of fur. This is an average becoming mode that bears little resemblance to the "sou'-wester" shape.

Many Novelties
Another helpful idea is turning back the brim of felt with velvet, or pipings of silk or velvet on felt. For sports there is the modified "cloche," and Dutch bonnets give a wider variety and suit where the tight skull-caps are "impossible."

The most difficult millinery this season, curiously enough, are the sports hats! They are either too hard and without a flattering brim, or else too heavy and clumsy with the elongated back. Others have such a very one-sided appearance—a deep point reaching almost on to the shoulder! These morning hats are too eccentric to complete satisfactorily one's idea of a smartly tailored "ensemble," though the more wintry models do promise us better things! The dressier hats are pretty; they strike the feminine note, and the soft, deep shades in beaver and velvet are becoming.

SMART MOTIFS

Brightly coloured motifs on plain dresses, blouses, caps, and even coats, are becoming very popular, and certainly they add a touch of smartness that would otherwise be lacking in many cases.

Some lovely little patterns were seen recently, made in brightly coloured wools in the shape of wee rabbits, chickens, parrots, puppies,

CREAM ON THE FACE

Don't Do The Massage Anyhow

I was asked the other day by a woman (says a writer in a woman's weekly journal), if it made any difference how cream was massaged into the face. There are many girls, I suppose, who imagine that as long as a certain amount of cream is dabbed on the face all is well.

Let me implore you to disillusion yourselves of this idea. If you only massage the cream in anyhow, you would really be doing less harm to leave your face alone altogether. In addition, if you rub grease into a dirty face you will be doing a lot of real harm and you will find that soon you will have a crop of blackheads close to the roots of your hair and also on your nose.

I advise you, therefore, to examine your nose and forehead carefully. If there is any sign of oiliness, make a lather of good soap and rub it in with a loofah over all the greasy spots. This will help to stimulate the circulation and will prevent blackheads accumulating. If you use an astringent lotion it will do instead.

You can make quite a good astringent lotion by using ten drops of tincture of benzoin to a cup of cold water.

and kittens, and many other attractive and amusing designs. These little motifs look very chic when stitched at a rakish angle on a plain tennis frock, or boating coat, while the smaller ones are suitable for bodice, handbags for sports, and plain hats. They are really very charming, and it would not be very hard for a clever girl to make them for herself.

Brocade Coat



A delightful evening ensemble of beige georgette frock graciously finished with pin tucks and large paste buckle, and a full length coat of gold brocade effectively trimmed with foxline to tone. The frock shows the even hem line.—Swan & Edgar, London.

FOR SMOKERS

Cigarette ashes are always a great problem with the housewife, for it seems that no matter where she places ash trays, and no matter how many she buys, the men never bother to find one when they need one, and so solve the question by just letting the ashes from their pipe or cigarette drop anywhere—on the carpet, the arm of a chair, or an expensive rug.

Perhaps a remedy will never be found, but it is always worth while to try new methods. There are some charming new ideas for ash trays which can be hung up on the wall or in any convenient place. They are made of leather, and a little detachable metal ash tray is affixed at the bottom. They are quite cheap and there are some very amusing and decorative designs, some being painted with a solemn and slightly wistful looking owl who pleads, "Your ash, please!" Another has a defiant and rather threatening little pterodactyl in brilliant colours on a dark background, who demands, "Give me your ash."

These should prove very popular, for they are easily emptied and fixed, and may persuade our erring men to put their ashes in the receptacles thoughtfully provided for them.

"FIELD MOUSE" SHOES

Shoes of mixed leathers will again be popular during the coming months. One of the favourite combinations, for instance, will be willow calf relieved by insertions and panels of lizard or crocodile. Among the new models which are on view are shoes of a semi-sports character in various shades, with a general tendency to darker colours than has been usual lately. These shoes, built on simple lines, and having moderately low heels, will be suitable for outdoor and country wear. All tones of brown and chocolate will be seen, with perhaps a sprinkling of greys, blues and greens. The most popular shades of all will be those known as "Field Mouse" and "Mushroom."

Chinese Jewellery Exhibition



Since the vogue for long hair has become popular among the younger generation, jewellery, especially earrings, is becoming increasingly smart. Miss Jeanette MacDonald, the screen actress, is seen here wearing the famous Olga Trill collection of jewels on exhibition in San Francisco a few weeks ago. Chinese lantern earrings of diamonds, pearls and emeralds form a striking note in company with the bracelet of black enamel ornamented with diamonds and emeralds. A still more wonderful exhibition could easily be staged in Hong Kong by an enterprising jeweller.



PERMANENT WAVING

Ladies are requested to book their appointments early during the busy season.

MRS. BETEN

PENINSULA HOTEL
Telephone K. 581 ext. 34.

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St. George's Bldg. Opp. Savoy Hotel, Chater Rd.

NEW SHIPMENT JUST RECEIVED.

HATS and SPORTS SUITS.

EXCLUSIVE MODELS.



For ST. ANDREW'S BALL.

Smart selection of
EVENING DRESSES

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CHIFFON VELVET, MOIRE,
TAFFETA, GEORGETTE,
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also
Large selection of
**DRESS ORNAMENTS, PASTE
BUCKLES, FLOWERS & EVENING
BAGS.**

PEDDER STREET.

Opposite H.K. Hotel.

ROUND THE GLOBE IN PICTURES

Peace or War?



Mohammed Pasha El Hassal, chief of the Arab tribes in Egypt.

A "Farewell" And "Welcome" Party



A dinner party was given at the Majestic Hotel, Shanghai by the French Navy (Avion "Morne") in honour of Lieutenant du Pitray and Lieutenant Lafargue who were to leave Shanghai. The occasion was also to welcome Lieut. du Vignaux and Lieut. Darignou, who have come out to replace the departing officers. Commander Regis Beranger of the Avion "Morne" seated in the second row (third from the right), was the guest of honour. (Wei Fong)

Entertained Premier



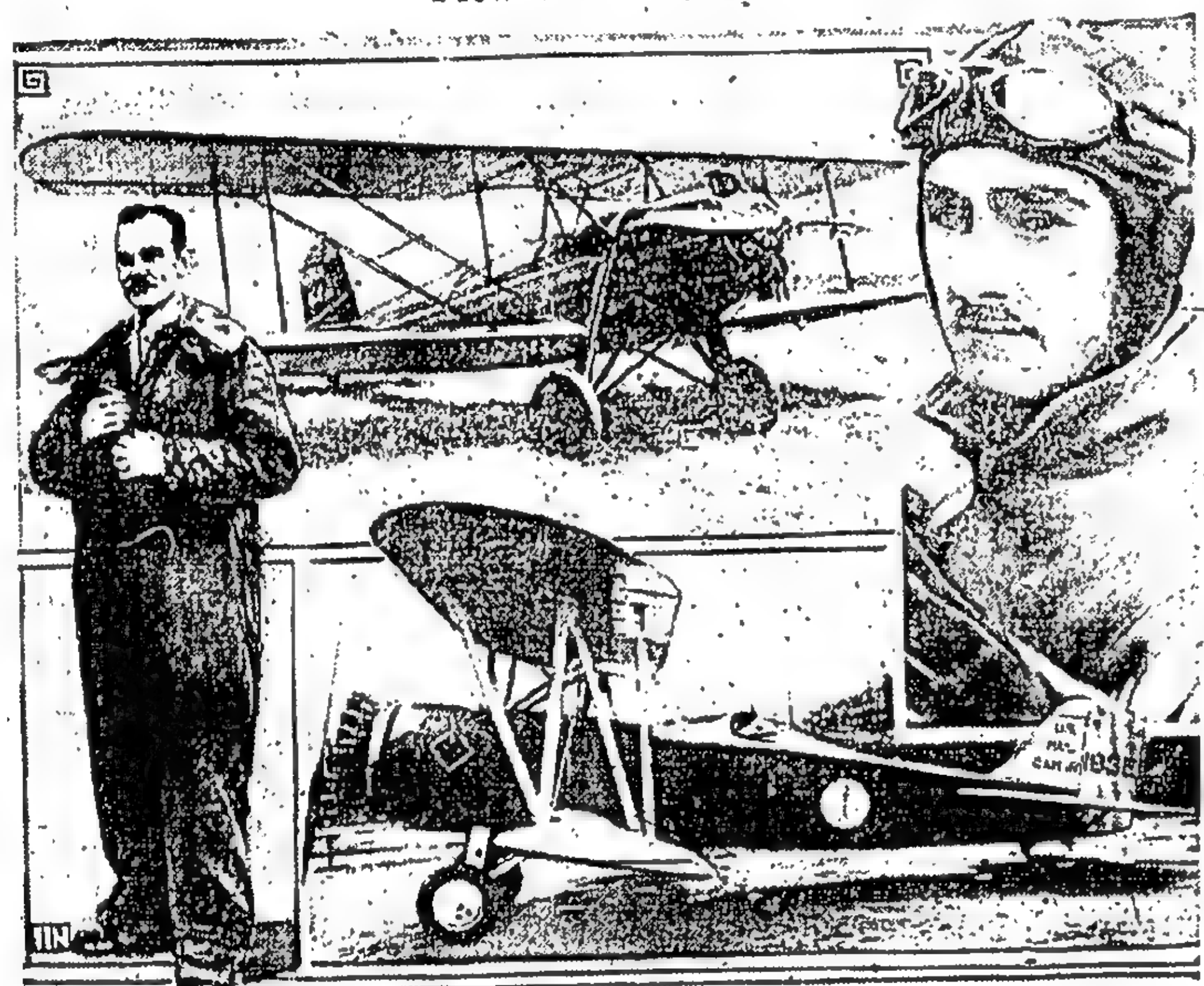
Mrs. Herbert Hoover entertained Premier Ramsey MacDonald and his daughter during their visit in Washington.

Youngest Admiral



Rear Admiral A. J. Hepburn, Chief of Staff to Admiral W. V. Pratt, Commander-in-Chief of the U.S. fleet, pictured on the U.S.S. Texas, flagship of the American fleet, during short range battle practice recently. He is the youngest and newest admiral in the U.S. Navy.

Flew In Air Tour



Much interest was shown in the National Air Tour which started from Dearborn, Mich., by more than forty pilots flying various types of planes. This air armada visited the principal cities in the United States to demonstrate the reliability of modern aircraft. In the upper left hand corner is the Spartan plane piloted by William Welborn, while in the upper right hand corner is Welborn himself. Lower left is Reuben Wagner, veteran flyer who piloted the Boeing mail plane shown, at lower left.

New Militia Chief



Brigadier General William Graham Everson, of the Indiana National Guard, has been appointed chief of the new Militia Bureau of the U.S. War Department.

Meeting In Conference



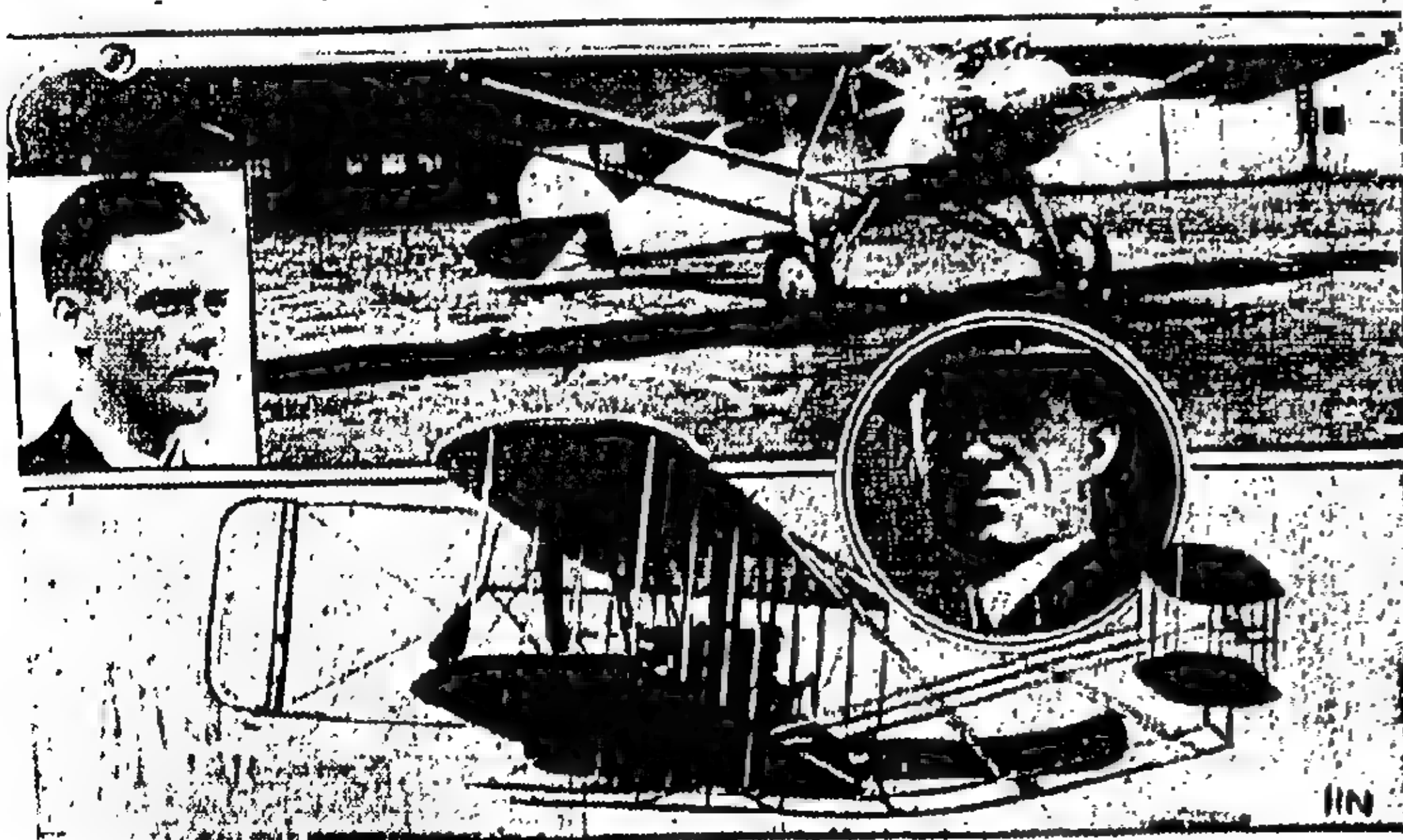
Representatives of the General Council of the Church of Christ in China, and Mission Administrators of co-operating older Churches, who met in conference on Church and Missions Relationship in Shanghai. (C. H. Wong Studio)

"Everybody's Doing It Now"



The Misses Wilhelma Stith and Lea Wilkins who have give up their sport spindlers for sport aeroplanes, just naturally cranked up the old bus and flew from their homes in Long Island to a fashionable school in Boston, Mass. You can't get away from these flappers even in the air.

Progress in Aviation



(At left).—Indicative of the progress made in aviation is the fleet of 300 planes comprising the National Air Tour which left Detroit en route to the principal cities in the United States. Can you remember 20 years ago when Wilbur Wright (lower inset) piloted the slimy craft (shown below) from Governor's Island to Grant's Tomb, in New York. Note Mr. Wright in flying togs, then (upper right) over the graceful lines of the plane used by Colonel Lindbergh (inset) in many of his memorable flights and compare it with the Wright plane which was the sensation of past years. Today the aviation has made tremendous advances but it is not unlikely that the planes of to-day will look just as funny to the next generation as does the Wright plane to us now.

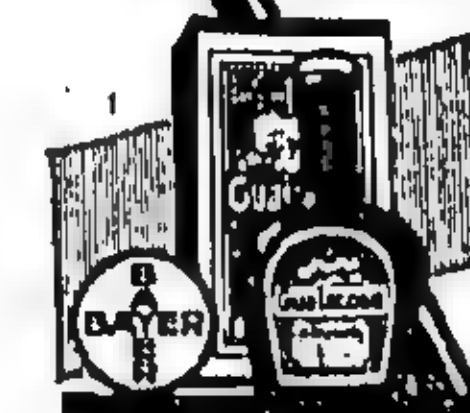
Cold, cheerless days,

Humid atmosphere, piercing wind.

Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

Take Guaiacose

It strengthens the organism and makes it more resistant to colds and their sequelae, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.



Taken in time, GUAIACOSE protects against colds and their sequelae.

THE BEST.



NUTRITIOUS -
UNADULTERATED -
RICH -
SWEET -
ECONOMICAL -
COCOA

P. T. CO.

This extravagance menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum diseases once they are contracted. Prevention is easier and less painful.

Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound. Forhan's for the Gums. When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

★ 4 out of 5 after forty and thousands younger are in peril of the disease of neglect.

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We carry a
large stock of all
kinds of
MUSICAL INSTRUMENTS
and invite your
inspection
HIGH GRADE VIOLIN OUTFITS
A SPECIALITY.
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(Successeurs)
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HIGH CLASS JEWELLERS
ENTIRE NEW STOCK OF
DIAMONDS — JEWELLERY
WATCHES.
LEATHER and FANCY EVENING BAGS.
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INSPECTION INVITED.
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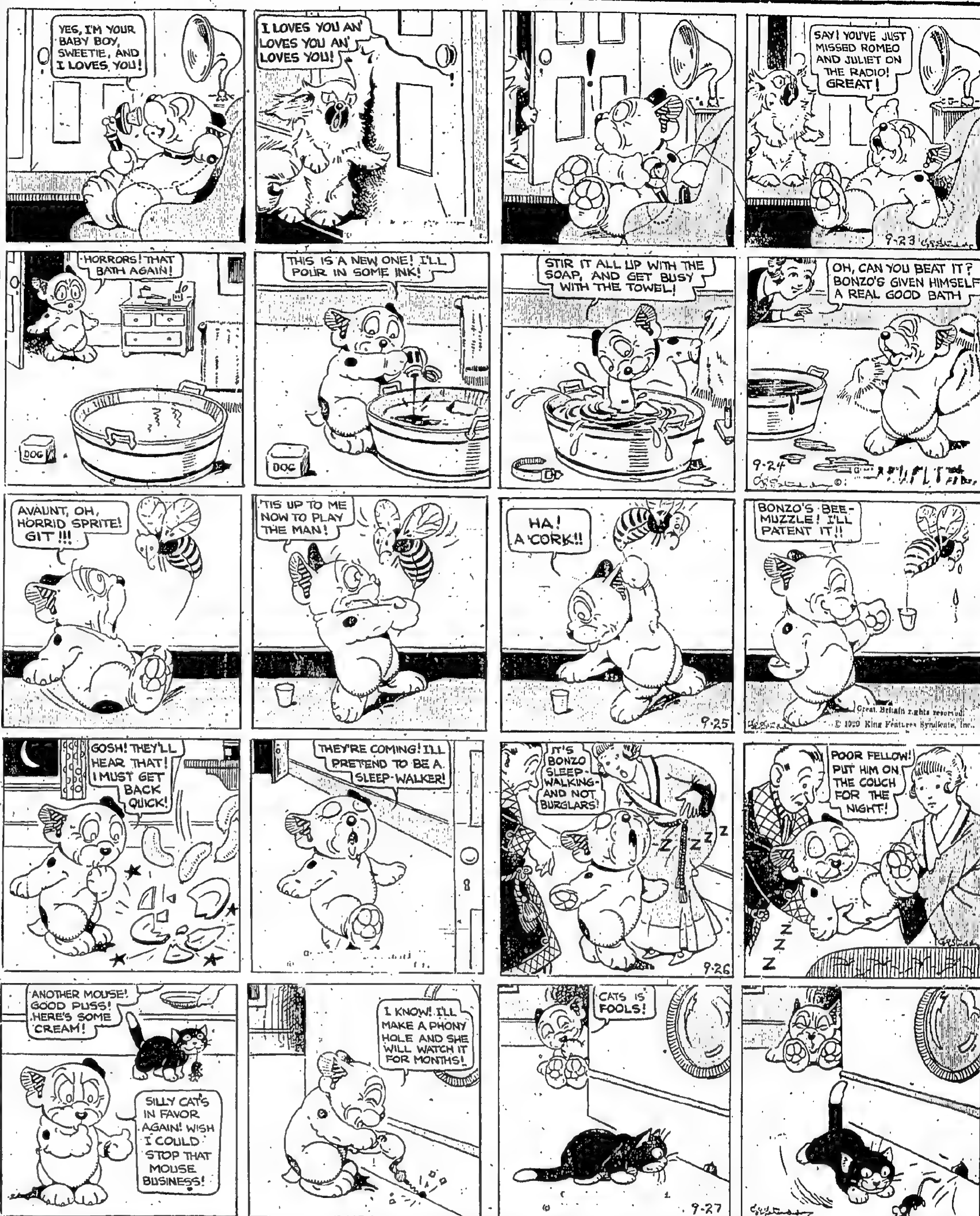
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Queen's Road C.
Next to Karamally Bldg.
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If you like a light luncheon
and an excellent dinner we
invite you to patronise the
Prince's Cafe. Drinks can
be obtained with meals.
Afternoon teas a speciality.
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QUICK SERVICE.

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Installed, Overhauled and Repaired.
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China Building.
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La Mode Beauty Shop
FOR
LADIES and GENTLEMEN.
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Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.
—
TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.

BONZO

By George Studdy

**NEW GOODS IN GENTLEMEN'S OUTFITTING AT WHITEAWAYS.****MEN'S
OVERCOATS**

New styles and
Colourings in
Men's Light and
Heavy Overcoats.
Correct cut and
fit. Well made.

\$65.00

to

\$95.00.

ALL SIZES

**FELT HATS**

All the popular makes.
All styles and colours.

\$4.95 to \$19.50.

**Men's
Fancy Top
Sporting
Hose****GOLF
HOSE**

Golf Hose in plain
and fancy
designs. Turnover
tops. Light and
heavy makes in
pure wool. Wool
and silk mixture,
etc.

\$2.75

to

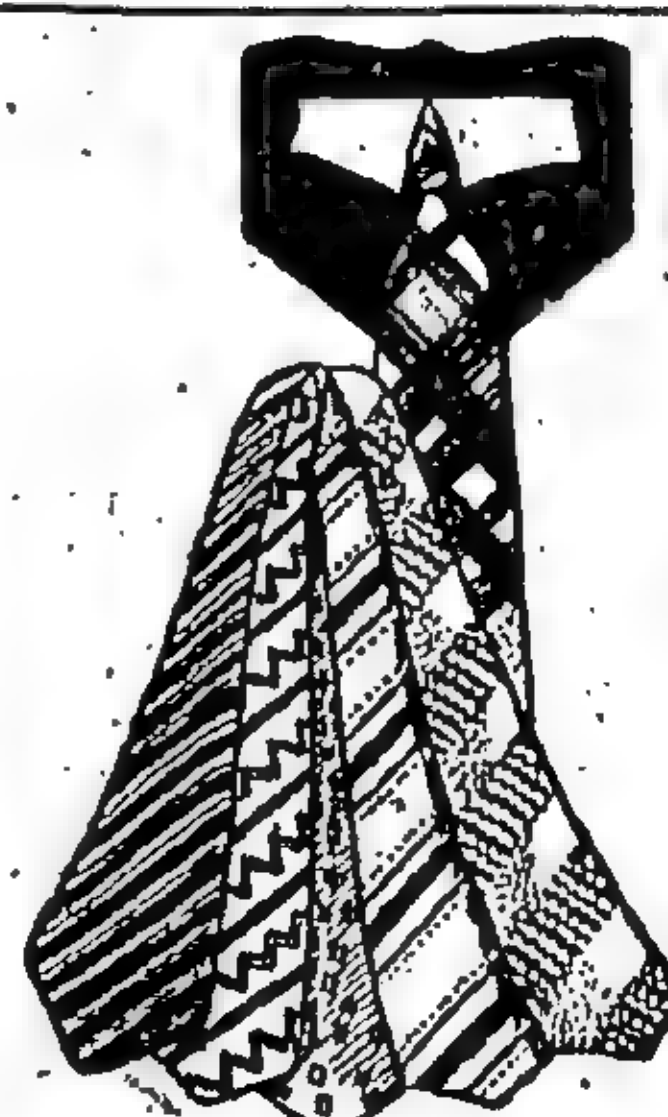
\$12.50.

New Wool Sox

\$2.50

to

\$3.95.

**TIES**

The finest selection of
Wide End Ties in the
Colony.
\$2.25 to \$4.50.

**NEW
PULLOVERS
AND
CARDIGANS**

New designs in
Scotch wool.
Beautifully soft
and light.

\$17.50

to

\$29.50.

Pullovers

and

Hose to Match

\$27.50

to

\$37.50.



WHITEAWAY, LAIDLAW COMPANY, LIMITED.

HONG KONG.

EVERY SEAT IS A FRONT ROW

SEAT FOR THE FOX

MOVIE TONE FOLLIES

EVERY
SCENE

in the

BIG
SCENE

in the

FOX
MOVIETONE
FOLLIES



The most

INTIMATE FOLLIES

EVER HEARD
OR SEEN

—ADDED ATTRACTION—

SPECIAL OVERTURE

FULL QUEEN'S ORCHESTRA

MUSICAL DIRECTOR —M. R. BAKALEINIKOFF.

FOX MOVIETONE NEWS

HEAR

LIONS ROARING
NIAGARA BREAKING ITS
WINTER BARRIER

SEE

YOUNGSTERS BOXING
CORPUS CHRISTI
CELEBRATIONS IN VIENNA

QUEEN'S FIRST ALL-TALKING COMEDY
"THE STAR WITNESS"

BOOK NOW

AVOID THE CRUSH

COMMENCING TO-DAY

All Singing — All Talking — All Dancing





Tory Rebels

The social reformers in the Conservative Party are in open revolt against the Conservative caucus. Many of them, like Mr. Macmillan, feel that they lost their seats at the last election because the Party did not carry out what they were preaching. They are now doing something much more effective than tabling spectacular resolutions for the Party conference. They are seriously considering the question of secession. Looking wistfully to Mr. Churchill as their leader, they are discussing the foundation of a great non-Socialist Radical party. Such a departure would cripple Conservatism for a generation, and desperate efforts are being made to keep the social reformers within the fold.

Labourites at Brighton

The Labour Party has been busy at Brighton. Mr. Thomas did not receive an over-enthusiastic reception, but that according to Mr. Henderson was entirely devoid of criticism. Labour's Foreign Secretary knows how to exploit success. He rolled off glowing periods in which he recounted Labour's record in the field of foreign affairs—Iraq, The Hague, the Rhineland, Russia and the naval agreement with America—and when he ended his speech with an appeal for a disarmament crusade, his audience rose to him as one man. Mr. Henderson's triumphs make a bitter pill for the Conservatives to swallow, but this cannot be allowed to detract from his success.

Charing Cross Bridge

Mr. J. H. Thomas has just told us that the plans for the Charing Cross Bridge will not be ready till May or June of next year. This will be disappointing news for Lord Lee of Fareham, who once expressed the desire to live to see the bridge completed. On that occasion he doubted whether an "elderly enthusiast" like himself could hope for such a joy, but many are now beginning to wonder whether much younger enthusiasts will live to see the scheme completed. Lord Lee, on the authority of Sir Henry Maybury said, on one occasion, that the bridge would be completed twelve years from the beginning of the Royal Commission—eighteen months of which had already been wasted at the time, eighteen more for preliminaries, and nine years for the actual construction. Two more years have rolled by since then during which but little has been accomplished. If the work is further dragged out, then it seems that no one connected with the Royal Commission will survive to see the bridge opened. Perhaps before we have the new Charing Cross the scheme itself will be obsolete in that we shall be clearing away our railway stations to make way for aerodromes.

Another Royal Commission

The recommendations of Royal Commissions seem fated to become out of date before they can be brought into effect. The Royal Commission on the Civil Service, just appointed, will enter next month on a task that is expected to occupy it fully two years, even under such a go-ahead chairman as Lord Tomlin. Its deliberations will affect the lives of over 300,000 servants of the State, besides thousands of others anxious to enter one or other of the Government Departments, in the near future. The last Royal Commission on the Civil Service took three years to complete its work, and then, by 1915, the war had so completely changed the situation that few of its recommendations had any effect. Much of the work of the Commission will concern the claim of woman for equality of opportunity. It was upon representations of the women's associations that Mr. Baldwin promised the inquiry just before the General Election, and the present Government has endorsed his decision. Women complain that the doors are closed to them in the Consular and Diplomatic Service and in the overseas departments of the State, though the bar is open to them in these directions has been removed in several foreign countries. Women argue that their charges of promotion are unfairly restricted, and that it is unfair to have on every woman civil servant who is offered marriage the choice of sacrificing either her career or her husband.

Women's Right to Vote

There are signs, however, that men are becoming alarmed at the continued success of the feminist movement. We notice that the lawyers have taken the lead in man's counter-attack. Mr. Walter Henry Foster, in his presidential address to the Provincial Meeting

of the Law Society at Bournequith, even went so far as to suggest that the war killed women's right to vote. While the extension of the franchise to young women might have been a logical conclusion to Mr. Asquith's Act, that Act itself was the negation of logic, he added. Although, he continued, women proved themselves competent in many ways during the war, they did not fight. No one suggested that they could or should. "The prospect—now not impossible—of a Parliament of women resolving on a war to be fought by men is repugnant. The war should have put an end to the suffragette movement. Really it should have caused the franchise to be limited to men of fighting age, say from 17 to 50, conscientious objectors being, of course, disfranchised." No doubt Miss Rathbone, M.P., and Lady Astor, M.P., will issue their rejoinder in due course.

Wants Majority

It is quite on the cards that the Labour Prime Minister will go to the country after the Budget has been introduced in the Spring, and that the leaders of the Conservative Party are very disturbed about it. Mr. MacDonald is anxious to capitalise the kudos attaching to his party and to secure a majority administration, but it is doubted whether the party will have financially recovered from the last election sufficiently to undertake a campaign in the spring. However, Labour is daily winning more adherents and may be it will be in a position once more to face the country sooner than some expect. Although the Liberal Party suffered a severe eclipse at the election, Mr. Lloyd George is still the vigorous politician that he was in his halcyon days. He has not the slightest intention of being left out in the cold or allowing Mr. MacDonald to forget that he is the head of a minority government. This was made more than evident at Nottingham, when Mr. Lloyd George addressed the Liberal Conference. In characteristic speech he devoted much time to an examination of Labour's record. He had unconditional praise for Mr. Snowden's achievement at the Hague and particularly for the termination of "slobbering servility to French policy."

Novelist's Fortune

Appropos of this it is of interest to see that after the many cases in which the husband when making his will has left his wife an income which is to be reduced if she remarries, a wife has now done the same thing. The Honourable Mrs. Felkin, better known as the novelist, Ellen Thornycroft Fowler, in disposing of the £32,000 which she made out of her books, has left an annuity to her husband which is to be cut down by £200 a year should he re-marry. This is the first reported case of the kind. But why not? The lady had a right to dispose of her money as she pleases, and if she does not wish some other woman to enjoy the proceeds of her intellectual activity, she cannot be blamed for so arranging it. Her father, a typical hard faced Gladstonian Liberal was Secretary of State for India from 1892-95, and somewhere about 1908 the writer was offered a short story by Mrs. Felkin which came in an India Office envelope, with another duly stamped for return in the case of inability to use. If the stock of India Office stationery used for such casual purposes had lasted 13 years after her father had ceased to be Secretary of State, it suggests that there must have been quite a lot of it in the household. Of course it may have been quite an accident that she picked up this envelope for the purpose.

EASTERN PORTS

Details of Health Bulletin

The health bulletin of Eastern ports for the week ended November 9, issued by the Director of Medical and Sanitary Services, gives the following cases:—
Plague: Alexandria: 2 cases, 1 death. Bombay: 1 case. Calcutta: 1 case. Cebu: 1 case. Cheribon: 1 case. Cholera: Calcutta: 74 cases, 48 deaths. Tutuila: 1 case, 1 death. From-Pan: 7 cases, 4 deaths. Swatow: 3 deaths. Small-pox: Harbin: 5 cases, 4 deaths. Bombay: 3 cases, 3 deaths. Calcutta: 2 cases, 2 deaths. Cebu: 2 cases, 2 deaths. Madras: 21 cases, 4 deaths. Moulmein: 1 case, 1 death. Pondicherry: 3 cases, 2 deaths. Rangoon: 1 case, 1 death. Batavia: 1 case, 1 death. Belawan-Deli: 1 case. From-Pan: 1 case. Shanghai: 5 cases, 1 death.

SALE OF A BOY

Widow Faces Charge Of Kidnapping

DETECTIVE'S EVIDENCE

Wong Ming, unemployed, Li Lin, also unemployed, and Yau Yuen, a widow, stood their trial at the Kowloon Magistrate's Court yesterday morning before Mr. T. S. Whyte-Smith, in connection with the case which involved the kidnapping and harbouring of a male child, aged seven, at 427, Reclamation Street, first floor.

The child is the son of Lai Wal, a shop keeper, of 872, Canton Road, ground floor.

Wished to Sell Him
The first defendant pleaded guilty to kidnapping, stating that the second defendant had told him to do so because his (second defendant's) mother wanted to sell the boy.

Second and third defendants also admitted harbouring.

Det.-Serg. F. W. Fowles, for the prosecution, pointed out to his Worship that the lad was recovered in Sunning district by the Canton detectives.

His Worship, after hearing evidence from the boy's father and the detective, adjourned the case until Monday morning.

OCTOBER WEATHER

Rainfall Less Than Five Inches

TELL-TALE FIGURES

Last month was exceptionally dry, according to the weather returns issued yesterday. The average cloudiness for October is 51 and last month's return was 35. Over 288 hours of sunshine were registered against an average of 217.4, there being only one day (the 23rd) on which, officially, there was no sun. Average rainfall for the month is 4.655 inches and the quantities last month were:—

No. of Days	Inch
Royal Observatory, Kowloon	4 0.14
Botanical Gardens, upper levels, Hong Kong	2 0.11
Matilda Hospital, Mount Kellett, the Peak	2 0.11
Royal Naval Hospital, Wanchai	2 0.13
R.H.K. Golf Club, Fanling, New Territory	0 0.00
Police Station, Taiipo, New Territory	0 0.00

The mean temperature for October was 76.5 against a normal of 76.2 degrees. The lowest record (at the Observatory) was 69.5 on the 23rd; the highest being 86.1 on the 10th. There was slightly less humidity than usual. The lowest reading of the barometer at mean sea level was 29.816 inches at 3 p.m. on the 10th. The maximum gust velocity as recorded by the Dines-Baxendell anemograph was 37 miles per hour at 3.25 a.m. on the 14th.

POPULAR CONCERT

Galaxy of Talent at the Church Hall

SPLENDID ATTENDANCE

The concert on Friday night given in St. Andrew's Church Hall, Kowloon, was in every way a great success and very enjoyable. The attendance numbered over 150 persons.

Mr. R. Baldwin, in a short preliminary address, expressed his regret that Mr. J. Cornelius was unavoidably absent, and said that his place had been taken by a Naval gentleman, Mr. A. J. Gwyther.

The first item on the programme was Mrs. Cairns singing two popular numbers, both of which were well applauded. Mr. R. Baldwin accompanied. Mr. Dick Barry occupied the stage for about fifteen minutes, and showed what a clever performer can do with a piano. His folk song and jokes were heartily applauded, last night's being his first appearance in the Church Hall.

Miss McGill and Mr. Baldwin rendered some delightful duets, to the accompaniment of Mr. R. Woolley, which were enthusiastically received. Mr. N. Heatherington also a newcomer, gave a very pleasing monologue. As an encore he recited Kipling's "If."

The last item before the interval was a song by Mr. A. J. Gwyther, also a new entertainer. He sang two numbers, both of which were well received, the accompanist being Mr. Baldwin.

The second half of the programme was in the capable hands of Mrs. G. W. R. Griggs. It will be recalled that these "Coons" on a previous occasion made a great "hit" at the Cathedral Hall, and last night they were in their best form.

Their entertainment, including comic and sentimental songs, jokes and dancing, held the audience in laughter until the end, which came at 11.30.

During the interval, the Rev. C. B. Shann, Chairman of the St. Andrew's Club, who was responsible for the arrangement of the concert, thanked all those who had helped to make it such a success.

COLONY'S FINANCES

Official Figures For July

NET BALANCE LOWER

For the first time in several months, the balance in hand of the finances of the Hong Kong Government has fallen below the ten million dollar mark. The latest figures issued are those for July this year. Revenue was \$1,375,754 (against \$3,159,443 in the same month of 1928) and expenditure \$1,930,151 (against \$1,698,704). The balance in hand on July 31, 1929, however, was \$9,000,218.50.

Returns for the first seven months of this year are consistent with those of 1928, the totals being:—
Revenue (January to July): \$13,973,327 in 1929; and \$13,600,897 last year.

Expenditure (January to July): \$11,498,742 this year; and \$11,476,073 in 1928.

On the receipts side, increases are shown under Light Dues, Fees of Court, etc., the Railway, Rent of Government property, interest, miscellaneous receipts and land sales; decreases only under Licences and Internal Revenue, Post Office.

Among the larger heads on the outgoings side, increases are shown under Junior Clerical Service, Harbour Department, Medical Department, Sanitary Department, Education Department, Public Works Department, Public Works Recurrent, Miscellaneous Services, Public Debt and Pensions; decreases under Imports and Exports Office, Police Force, Public Works Extraordinary, the Railway, Military Contribution.

RECORD VOYAGE

Empress of Canada In Last Night

TWELVE DAYS' RUN

The C.P.S. "Empress of Canada" arrived in Hong Kong last night, having come by direct voyage from Vancouver to Hong Kong. She left Vancouver on November 2 and has made a record for this route across the Pacific, namely, only 12 days (actual).

The "Empress of Canada" has been entirely re-engined with the latest single-reduction gear and is now capable of a sea speed of 21 knots. All the public rooms have been completely redecorated and are now equipped with the most modern and luxurious fittings, and in addition to this a number of cabins have been fitted with shower and tub baths, thus reaching the peak of perfection in sea travelling, and as you will see no expense has been spared to make the "Empress of Canada" a de luxe ship in all classes.

The central partitions and cinema room in the lounge have been removed, and the room has been redecorated and the furniture rearranged, giving it a much larger appearance, and there is a handsome fireplace in the after end of the lounge. The children's playroom has been refurbished and redecorated. There are now four small cots screened off in the forward end, where children may be accommodated during the day. A child's playhouse and a variety of playthings are also provided together with small chairs, tables and settees.

The veranda cafe has been refurnished and is now equipped with an up-to-date modern furniture. Electric radiators have been installed. All the rooms with private baths have now overhead showers in the bathrooms, furnishing hot and cold fresh water as well as cold salt water.

The long gallery is tastefully furnished with settees, tables and easy chairs extending on each side of the entire length. The swimming pool has been improved by the removal of the ramp in the floor permitting the use of the pool in all weather. Forced ventilation has been installed in all first class room and in addition they have been fitted with a new type of electric heater, which can be controlled by passengers.

PASSENGER LISTS

ARRIVALS

For a.s. "President Monroe" yesterday:—
John A. Chapoy, Mr. and Mrs. Norman R. Coleman, Willoughby, Richard Down, Bert Gottlieb, Mr. and Mrs. Sidney R. Gotta, Master Ronald Gotta, Mr. and Mrs. W. D. Guv, Major and Mrs. Wm. R. Henry, U.S. Army, H. Higginbotham, Mrs. Doris M. Hopkins, Miss Margaret H. Hunter, Miss Dorothy F. Hunter, Paul S. Lewis, Miss Isabella Y. Miller, Harry L. Perry, K. Schmidt, Miss Stella M. Seward, Miss Elizabeth Segler, Harry Town, and D. S. Wylie.

DEPARTURES

Passengers departed by the a.s. "Austin Maru" for Europe via ports of call yesterday included the following:—
D. L. Wong, R. L. B. Bradell, D. M. Hook, A. J. Donaldson, Mr. and Mrs. J. Frank Ross, Mrs. N. Cole, J. W. Jackson, K. G. Gibbons, Li Kwai-lin, Prof. T. Hannal, Mr. and Mrs. A. J. Jenkins, Master Peter Jenkins, W. Rouse, Mr. and Mrs. C. R. Wheeler, Miss D. Simmons, Lat Singh, A. B. A. Jansen, Ryan Wong, Mrs. Wong Wal-sheng, Mrs. Chin Lo, Miss Kwan Ming-tak, Jany Acker, R. Takahashi, Rev. H. H. Anderson, D. B. Anderson, Li Fong-lung, Fung Pak-lin, Mr. and Mrs. N. Kawahama, W. A. B. Wynch, A. W. B. Smith, S. Nabeshima, Mr. and Mrs. T. Takagi, A. J. Bostock Hill, Dr. H. O. Jenkins, Y. N. Knight, Lo Ming-yui, Wong Shui-tak, Mr. and Mrs. Wong Sewal, S. Suganuma, Harry A. Mersack, Miss B. Asada, M. Ohmori, Miss T. Yoshikawa, R. Kikuchi, H. Beck, M. Morris, I. Hattai, M. Yenkoff, M. Inai, N. Yamai, Woon Hong-chin.

There is, in this Colony, a small Flying Insect, in appearance similar to a large Ant with a body of bright Emerald green, which preys on

COCKROACHES

This Insect, which will be found in the vicinity of Ice Chests, etc., appears in attack to blind its enemy before dragging it away.

It is just as well for Messrs. Peterman, that these Insects are not more numerous, but to-day the fact remains that

PETERMAN'S ROACHFOOD

Is the most efficient preparation obtainable for the definite extermination of one of our greatest pests.

THE COCKROACH

WM. PETERMAN, INC.

Represented by:—HAROLD E. BUTCHER & CO., INC. New York.

Sole Agents—

HARRY WICKING & CO. HONG KONG.



Film-Free Teeth

are white and sparkling—they provide the utmost science knows in teeth and gum protection

Send Coupon for 10-Day Tube

STUDY attractive people, men or women. Note the tremendous part gleaming, white teeth play. Don't believe your teeth are naturally dull, "off color." You can disprove that in a surprisingly short time.

Modern science has found a new way in tooth and gum care. A way different from any you have ever known.

Run your tongue across your teeth, and you will feel a film, a viscous coat that covers them.

That film is an enemy to your teeth—and your gums. It clings to teeth, gets into crevices and stays. It absorbs discolorations and gives your teeth that cloudy, "off-color" look. Germs by the millions breed in it and lay your teeth open to decay. And they, with tartar, are the chief cause of pyorrhea and gum disorders.

Old-time methods fail in successfully combating film. That's why your teeth remain dull and unattractive.

Now, in a new-type dentifrice called Pepsodent, dental science has provided effective combatants. Their action is to curdle the film and remove it. Pepsodent also firms the gums.

Please Accept Test Tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

10-Day Tube Free

Enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

Address _____

City _____

Give full address. Write plainly. Only one tube to a family.



ONLY AN INFORMER

On Friday afternoon Mr. A. W. G. H. Grantham committed to the Criminal Sessions a Chinese charged with having been concerned in an armed robbery at 105, Des Voeux Road West in May. In a statement before commitment, the accused, Ko Kai-shing, said he did not take part in the robbery, but gave the names of four men who, he alleged, were concerned in the affair. One of these men was alleged to have actually described to the accused what happened at the robbery, and said that each one was book part received a share of \$108 of the proceeds.

LESSEN THE DANGER

of

FIRE

IN YOUR HOME

by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA

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THE MOTORISTS' PAGE



Why do dealers in competitive motorcar engine lubricating oil tell motorcar owners that what they offer is a duplicate of Gargyle Mobiloil?

Why do they mention Gargyle Mobiloil?

Because they know that the motorcar owner knows Mobiloil by name and reputation.

Every time a competitive dealer mentions Mobiloil, he pays Mobiloil a compliment. And the effect of that compliment is heightened by the car owners' knowledge that Mobiloil is mentioned by a man who is trying to sell competitive oil.

If the dealer in competitive motorcar engine lubricating oil, stretching the truth, says that his cheaper oil is "just as good" as Mobiloil, then, too, he pays Mobiloil a compliment; for thus he establishes Mobiloil as a quality standard—as a high mark to try to attain.

Drain the crankcase while the engine is hot and fill to proper level with the recommended grade of Gargyle Mobiloil—then you will appreciate why three out of every four motorcar owners use Gargyle Mobiloil.

A DIESEL-ENGINED TANK

Recent tests by the French War Office with a Diesel engine on a tank resulted in a very favourable report being sent to headquarters, according to "Motor Transport."

Apart from lower operating costs the main advantages of the type are the almost total elimination of fire risks and a 25 times increase in the radius of action.

NEW WILLYS-KNIGHT

Great Six Model Introduced

Heralded as the greatest artistic and mechanical achievement in 23 years of Willys-Overland history, the new Willys-Knight Great Six is announced. This model, with the popular Willys-Knight "70-B" series, completes the Willys-Knight line of quality cars.

Five models are included in the new line, these being the 5-passenger Sedan, 5-passenger Phaeton, 5-passenger Coupe, Standard Coupe and the 4-passenger Roadster, the latter accommodating two in the front seat and two in the rumble seat.

Viewed from any angle the new Great Six presents a striking picture and is totally different in appearance from any car heretofore built by the company. The low graceful lines of the new model from the smart, trim radiator to the carefully tailored rear quarters, definitely forecasts a trend of future style development.

An effect that is entirely new in motor car design is found in the treatment of the moulding. By means of a sweeping curve the moulding on the sides of the car is brought up to the hood at the centre of the cowl and then directly forward to a diminishing width at the radiator cap. This innovation in design is perhaps the most distinctive feature of the car and permits the effective colour treatment employed.

Inbuilt Power and Speed

The front view shows the new design of radiator and hood and gives the car every appearance of inbuilt power and speed. This front view picture is completed by the slender, horizontal, sharply shaped headlamps with smaller parking lamps mounted on the forward fenders.

Beauty of lines and colour is materially enhanced by added touches of refinement which pervade the entire car.

heights that are possible when creative work is placed in the hands of a master designer. The smart wire wheels have large chromium plated hub caps. The radiator lamps and door handles also are finished in chromium plate. Heavier one-piece full crown fenders give it the necessary streamline effect rounded out by the smartly mounted spare wire wheels in the forward fender wells.

In the closed models each window is enclosed by a depressed panel, which is a definite improvement of smartness over the conventional reveal. These windows, which are exceptionally wide, provide greater visibility.

Comfort, luxury and smart appointments characterize the interiors of each of the models. The heavily cushioned seats are upholstered in Bedford cord, with the walls in broadcloth to match. All interior hardware is chrome finished which blends perfectly with the Walnut finish of the woodwork.

A modernistic touch is lent to the interiors through the use of corner lamps with amber coloured ground glass. The rear window is outlined by one-piece garnish moulding. In the sedan and the 5-passenger coupe, assist grips are readily convenient to the hand.

New Type of Panel

The instrument panel also shows an entirely new treatment, the instruments being set in a bronze oblong decorative setting, with indirect lighting, and are conveniently read either in the day or night.

Although each of the five models are marked by an entirely new style of design from radiator to the rear, the cars that are certain to attract the attention of every motorist in the nation are the new roadster and Phaeton. In these models the designer has embodied all the artistic touch and spirit that is associated with the outdoors, and the sweep of graceful lines is rounded out by the remarkable effective colour treatment.

The roadster, which carries a rumble seat of exceptional roominess and

comfort in the rear deck, is done in black and Springtime green with smart horizontal and vertical cream striping on the doors. The moulding on the sides is carried around the back of the front seat and down the centre of the rear deck as a raised panel. In both the front and the rumble seats upholstery is of fine quality leather. Interior door handles are of the concealed type, easily reached. The instrument panel has a rich antique silver finish.

From the standpoint of both design and utility the ornamental radiator cap is a signal advance over the flat-topped type, being easier to remove.

Embraces Many Features

Construction features incorporated in the Great Six are outstanding in a mechanical way as the design of the body is advanced over the present type. The mechanical features include, besides the perfected double sleeve-valve engine, Finger-Tip Control, one shock lubrication system, cam and lever type steering gear, manual heat control, automatic radiator shutters, more efficient cooling system, mono-control on windshield, all-internal 4-wheel brakes, adjustable front seat on closed model, adjustable steering post, concealed door handles on roadster model, back-up light, amber-backed double rear vision mirror, new type double drop frame, longer springs and heavy seven-bearing crankshafts. Six wire wheels are standard equipment on all body types of the new line.

Embraced in the car is every feature to provide maximum driving pleasure and convenience. The unusual width of the door openings provides easy entrance and exit. The steering column is adjustable to the driver's individual convenience while in the sedan and the 5-passenger coupe the front seat may be moved forward or backward as desired.

Of course, the "Finger-Tip Control," which is standard equipment on all Willys-Overland products, is another feature on the new Great Six. This consists of a button in the middle of the steering wheel which controls all the functions of starting the motor, operating the lights and sounding the horn without changing the driving position.

The new Mono control on the windshield is another convenience enabling the driver to quickly raise or lower the windshield with one hand. The double-rear vision mirror is amber coated to prevent glare of headlights from the rear. Rubber mats around pedals keep the interiors free from dust, rain, etc.

Automatic radiator shutters are an important feature for both summer and winter driving. The shutters open as the engine gets warm and close when the engine is cool, thus maintaining the proper temperature at all times.

Other features include, new type three-spoke steering wheel of metal construction covered with hard rubber to guard against possible breakage. Trunk rack is standard equipment on all models while the trunk itself is standard on the 5-passenger coupe and Phaeton.

New Chassis Features

The Willys-Knight Great Six chassis reveals the most advanced practice in modern automotive engineering. The frame is a double drop type, bottle neck construction. The drop is 14 inches while the difference in width of the frame at the front and rear axle amounts to 20 inches. This unusual type of construction gives the body a highly satisfactory support while the narrowness at the front permits a 38 degree turning angle without interference when turning to the left.

This improved construction of the frame, combined with shock absorbers on all four wheels and longer springs in greater riding comfort, and makes it possible to maintain a high rate of speed over rough roads with ease.

Another outstanding feature is the new heat control, manually operated from the dash. This assures a quicker warming up of the incoming gases, a decided feature in cold weather starting.

Equalization of cooling for all the cylinders is obtained by means of a new design of the water system. The water now enters the cylinder block from the rear instead of following the former practice of entering the block at the front. Temperature tests have shown this to be the most effective cooling system ever designed for a Willys-Knight sleeve-valve engine.

Smooth Gear Shift

The gear shift is smoother and quieter and considerably higher second gear speed is possible together with a faster pick-up. The timing has been changed and is a factor in producing increased power and higher top speed.

The car is instantly responsive to effortless driving by means of an improved steering mechanism of the cam and lever type. Other important improvements include the removal of crank-cow legs in favour of a supporting spacer between the crank-case and transmission which is mounted on rubber cushion and frame brackets to soften out minor vibrations. The heavier seven-bearing crankshaft is another important factor that assures a minimum of vibration and results in smooth and quiet operation of the Knight double sleeve-valve engine.

The Duff one-shot lubrication system to the chassis is employed which gives complete and positive lubrication to all important parts. This system is operated by means of a pedal mounted on the toe-board. Four wheel brakes are of the full internal expanding type which provides balance and protection from inclement weather. Instead of

employing malleable casting as is commonly done in rear axle assemblies, Willys-Overland engineers have specified steel parts throughout.

Greater Power, Speed
The new Willys-Knight Great Six double sleeve-valve engine employed in the new model reveals considerable advancement, both in power and speed development. It has a bore of 3 1/2 inches, a stroke of 4 1/2 inches with 225 cubic inch piston displacement, developing 82 h.p. at 3,200 r.p.m.

This improved Willys-Knight double sleeve-valve engine with its ability to meet every speed and power demand of the owner, is expected to bring a new conception of performance to the cars selling in the Great Six classification. For years this type of power plant has maintained an outstanding reputation for smoothness, quiet operation and longer life than the average motor, and Willys-Overland engineers declare that the strenuous tests this particular engine has been subjected to indicates that it will set the highest standard for power performance than any previously evolved by Willys-Overland engineering laboratories.

In long and strenuous tests conducted by the Willys-Overland engineering department in various sections of the country, the new cars showed a speed development of more than 72 miles an hour over measured course, timed by stop watches.

World-wide distribution of the new models is under way with car building schedules at all Willys-Overland plants aimed at peak in order to meet the demands of the buying public. Executives of the company state that advance orders indicate that the new Great Six will surpass any previous sales mark ever reached by the company's higher priced line.

A HOME CHALLENGE

Special New Model For The Far East

A new motor car specially designed for Far East motorists has been produced, by Sir William Morris, the British motor manufacturer as a result of his recent world tour undertaken to study the needs of the world's markets.

The car has been christened the "Isis," a name given to the upper reaches of the Thames around Oxford where it is made. It has a six-cylinder engine of 15 h.p. and it has been equipped with a number of quite new inventions. Hydraulic shock absorbers and reinforced Dunlop tyres are fitted and the chassis has a ground clearance of 9 1/2 inches.

"The clearance is one inch and a quarter higher than that of eleven overseas cars selected as representative," explained Mr. W. M. W. Thomas, general sales manager of Morris Motors in an interview. "We are offering it to the Far East in bright colours like royal blue and ivory; wine and maroon; blue and grey; olive green and ivory. These will be more appropriate under the blue Far East sky than the sober hues to which we in Britain are accustomed."

"Orders for 25,000 of the new cars have already been placed by motor agents throughout the world. We have shipped our first models to Australia where they have been very well received and an order has already been placed by the South Australian Government. Our workers are now turning out hundreds of the new cars weekly."

"In addition to that output, we are to-day sending overseas every week 160 Morris Minors, our 7 h.p. 'Baby' which is proving particularly popular in the narrow streets of Oriental cities where because of its size it is fast ousting the native Jirikisha; indeed, we hear of cases where the Jirikisha men are themselves becoming chauffeurs."

FORD "A" CARS

Output Beats Record Of "T" Models

All August production records for the Ford Motor Company were broken during the month just ended, when the domestic and foreign assembly plants of the company turned out a total of 205,634 Model A Ford cars and trucks.

This record also is the largest for any single month in the history of the company except for October, 1925, during which the world production of Model T cars and trucks slightly exceeded this figure.

Total Model A cars and truck production since the introduction of the Model A Ford was 2,205,415 on September 1. For the first eight months of this year the total was 1,472,389 cars and trucks, which exceeds the high production record for the same period established in 1925, during which year over 2,000,000 Model T units were built. Dealer requirements for September will keep the daily production at the same high peak, it is announced by the company.

UNIQUE MACHINES

Checking Crankshafts Balance

A unique set of machines has been installed in the Studebaker factory at South Bend, Indiana, for checking the static and dynamic balance of crankshafts. Twelve such machines, representing an investment of \$51,000 are in use.

The device, which in appearance resembles a steel frame cradled on a strong plant leaf spring, registers every inaccuracy in distributed weight which tends to throw the crankshaft out of balance. In use, the crankshaft is attached to the machine and rotated at a given rate of speed. Any inaccuracy in balance sets up a steady vertical sway in the leaf spring. This motion is in turn transmitted to a calibrated dial, the pointer of which swings back and forth in synchronized harmony with the swaying of the spring.

By noting the size of the field through which the pointer oscillates and by consulting a chart, a skilled operator can determine not only the degree of unbalance but also its exact position on the crankshaft.

These unbalanced positions are then marked by the operator, who also indicates the amount of compensation needed to bring the forging into balance and the proper amount of stock to be machined off. When the stock has been removed, the crankshaft is again submitted to the test, until finally approved and passed.

Every crankshaft produced in the Studebaker machine shop must undergo this critical inspection, the results of which are found in the lack of vibration, smooth transmission, quick response and long life of bearings for which Studebaker motor cars are world renowned.

MARQUETTE CARS

New Buick-Built Car's Merits

The interest that has been shown in the news that Buick produced a new six cylinder automobile in the medium priced class and called it Marquette, has been intensified.

The motor buying public throughout the world showed a lively interest in the announcement that Buick would produce this car, and followed this up with orders that gave the incontrovertible proof of the faith motor car buyers have in Buick quality and value.

The results of the tests for power, speed, safety and stamina given the new Marquette at the Proving Grounds of General Motors outside Detroit, U.S.A. and the recognition given the new car in foreign countries where road conditions are anything but favourable, have proved conclusively that Marquette is particularly well suited for Hong Kong roads and climatic conditions. The lines of the new car, the colour combinations and the attention paid to mechanical and body construction that play such an important part in the comfort of rider and driver make this new Buick product an outstanding buy in its price class.

BAN THE MOTOR HORN!

The motor horn is a blot on our standard of intelligence, writes G. R. Stirling Taylor in the "Fortnightly Review."

Only the duller of dull bureaucrats could ever have imagined that the horn was a way of preventing accidents on the roads. It is merely a temptation to a motorist to drive at a high speed on the assumption that other users of the highways will hear and be scared out of the way.

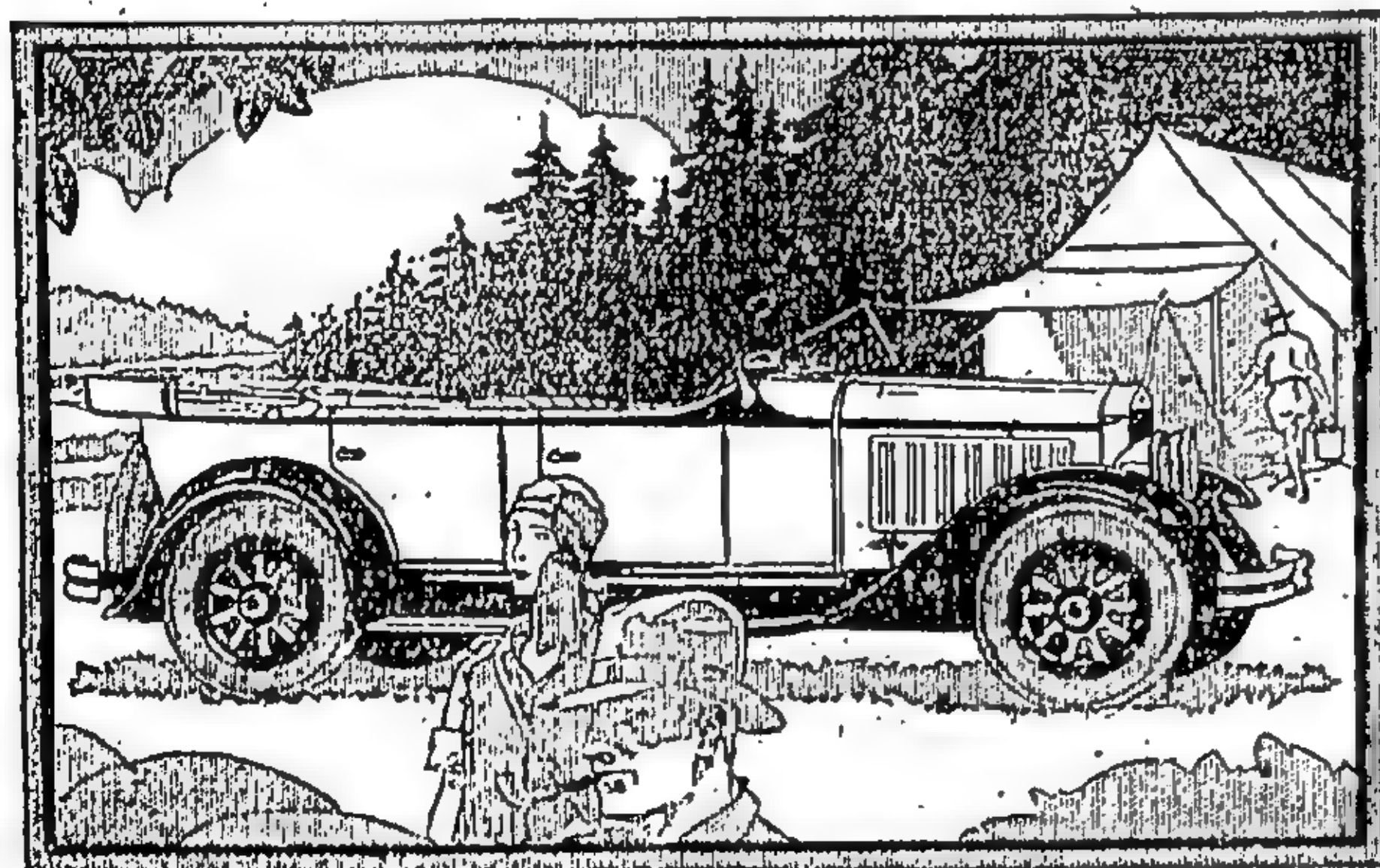
To suggest to the thousands of thoughtless creatures who drive cars that their responsibility to their fellow-citizens can be discharged by pressing a horn bulb with their thumb or foot is a licence to take risks. To insist on every car carrying a horn is almost as stupid as if the education authorities insisted on every boy carrying a packet of T.N.T. in his pocket. Both horn and explosive are incitements to crime. Probably the first step towards safety on the roads, for both cars and walkers, would be to make the use of a motor horn a criminal offence. Drivers would then take reasonable precautions at corners instead of gambling chances.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements. Set-up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. per 40 words for one insertion. Bring yours in to 21, Wyndham Street or Phone C. 4641.

Studebaker

now offers a New DIRECTOR SIX at a lower price!



STUDEBAKER'S New Director Six Tourer—115-inch wheelbase, Hydraulic shock absorbers, standard. Side curtains may be used as a windbreak with hood lowered.

A WORTHY successor to the brilliant Director Six which traveled 5000 miles in 4751 minutes, Studebaker's New Director Six is larger... finer... faster... yet lower in price!

The artistry which moulded its graceful curves is further carried out in tasteful colour harmonies. New riding ease is due to 115-inch wheelbase, hydraulic shock absorbers and deep, restful cushions.

The front seat and steering wheel are adjustable. A lower center of gravity, due to a costlier double-drop frame, gives greater road steadiness. Powerful amplified-action 4-wheel brakes instantly, easily stroke flashing speed to a halt.

This new six by Studebaker at its low price is good news to every motorist. Prove it by driving The New Director Six—today!

NEW PRICES

Reductions on more than 40 models make Studebaker values even more outstanding. See Studebaker's complete line before you buy. Body types and styles to fit every taste and pocketbook.

Price Range from G\$1,135 to G\$3,000.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4769.

1930 CARS

New Devices As Standard Extras

Among the new cars which are making their appearance there does not seem to be any great boom in easy gear changing devices, free wheel clutch, and patent differentials, about which we heard so much a year ago.

Quite a large number of manufacturers are prepared to fit one or other of the numerous devices at an extra cost of from £30 to £50, but so far, as I know, (says an authority on motor cars), there is no case of a standard model being so equipped without extra charge.

During the new company boom last year a good deal of money was raised for the development, and marketing of patents of the kind to which I have referred. It was stated that they were going to bring about something of a revolution in motoring, and make driving 50 per cent. easier than it is at present.

To-day one cannot help wondering whether these companies are going to fulfil the expectations of their promoters or shareholders.

An Easy Gear Change

It will not be possible to arrive at an estimate of their initial successes for some months, but the fact that motor manufacturers do not seem to be falling over themselves to equip their new cars with such devices seems to indicate that the development stages are taking longer than was generally imagined. Several manufacturers, have, of course, expressed themselves as being favourably impressed with the idea of an easy gear change device, and they no doubt feel that the public would regard anything of that nature as a boon.

But the question is, who is going to meet the cost? Either the prices of the car would have to be increased, or the maker would have to be content with a lower profit. The only alternative is to give the public the opportunity of obtaining the benefit of the new invention by testing it as a standard extra at the lowest possible cost.

Take the case of the Armstrong-Siddeley self-changing four speed gear. I am told by people who have had experience of this device that it is very good, but the manufacturers charge £35 extra on their 20-h.p. model and £50 on their 30-h.p. model when it is fitted.

In the expensive car field an extra £50 on the price of the vehicle will probably not affect sales to any appreciable extent, but when you get down to the cheap car class, costing from £180 to £300, an increase of from £25 to £50 is a substantial item, and it would have a big influence on sales.

The "Twin-Top"

I am not writing against any of these devices, some of which I have tried and found extremely interesting and useful. What I want to emphasize is that they will not become really popular until they are included in the standard specification of one or two relatively inexpensive cars. Then every driver will want them.

In the meantime, I see a bigger future for the silent third speed idea, or the "twin-top," as it is called on the other side of the Atlantic. Next to top gear, I suppose third is used most often.

In the past the indirect drive of the third speed has been noisy on nearly every car. By using constant mesh gears, and by adopting other important changes in gearbox design, it has been possible to provide cars with a third speed almost as silent as the top.

One of the first American cars to have a twin-top was the Graham-Paige. Now there are nearly a dozen different makers, including Chrysler, fitting it.

Before the end of 1930 I expect to hear of more British manufacturers going in for the silent third speed idea, and I am convinced that attempts will be made to turn out much quieter transmission systems on even the least expensive cars.

200 FOR 1

What is believed to be the largest contract ever placed by a British Railway for commercial motor vehicles was recently given by the Great Western Railway Co. to John I. Thornycroft & Co., Limited, for 200 freight chassis, to a value of over £100,000. These are to be equipped with suitable bodies in the Railway workshops, and to be employed for express freight transport in all parts of the Company's railway system.

Other recent orders received for Thornycroft Motor Vehicles included one from the War Office for type A2 long chassis and a great many reports from satisfied users for various types of freight and passenger vehicles, including such large users of motor transport as—

Messrs. W. G. & H. O. Willis, Ltd., Messrs. Wilson's Brewery, Manchester; Messrs. Watney, Combe & Reid, Ltd.; Haunchwood Collieries, Ltd.; etc. etc.

"THE IMPOSSIBLE"

Six-Wheelers Conquer The Kalahari Desert

Another page has to be added to the annals of African exploration, a British expedition having accomplished the crossing of the hitherto impassable Kalahari Desert with the aid of two Morris-Commercial Six-Wheelers.

They are the first white men to cross this vast uncharted region, a previous party equipped with American vehicles having failed in the attempt.

The expedition left Mafeking, and proceeded to Mahalapye, Bechuanaland, which lies on the fringe of the Desert, from whence it struck westward right across the Kalahari to Ghanzi, a distance of 400 miles, after which it left for Livingstone via Maun, a further distance of 600 miles, this additional trip taking nine days. The actual crossing of the desert was accomplished in 12 days, whereas the members of the expedition anticipated being cut off from civilization for a month or more.

The area traversed consisted of sandy wastes alternated with vast stretches of primeval bush, mainly of a thorny variety, and during the whole of the journey no water was found.

Beyond the daily series of punctures and the tearing of the fan belt by the bush eloquent in themselves of the nature of the going, no mechanical trouble was encountered. The machines behaved splendidly throughout, and, despite

MARKED SUCCESS

Triumph Super Seven At Olympia

It is generally acknowledged that the Triumph Super Seven, which was introduced at the last Olympia Show, was a marked success from the moment of its inception. It was universally received as the "finest small car in the world" by reason of its very advanced design, the excellence of finish down to the smallest details, and because—and this is a great point in its favour—it was a big car in miniature. It is not surprising that at its astonishingly low price it was acclaimed a winner.

As soon as deliveries of the Super Seven commenced its performance on the road was most carefully observed by the public, owners spoke of it with enthusiasm, and reports of its splendid capabilities were spread far and wide. The manufacturers' claims for the car were fully endorsed by experienced motorists, and, in consequence, the demand for the Triumph Super Seven further increased, so that to meet this production was greatly accelerated.

The Triumph Co. have decided very wisely, it must be admitted, not to make any very drastic alterations for 1929, but various modifications have been introduced, largely in respect of bodywork, which, combined with a slight reduction of prices and more complete equipment make the 1929 range of models even better value than ever.

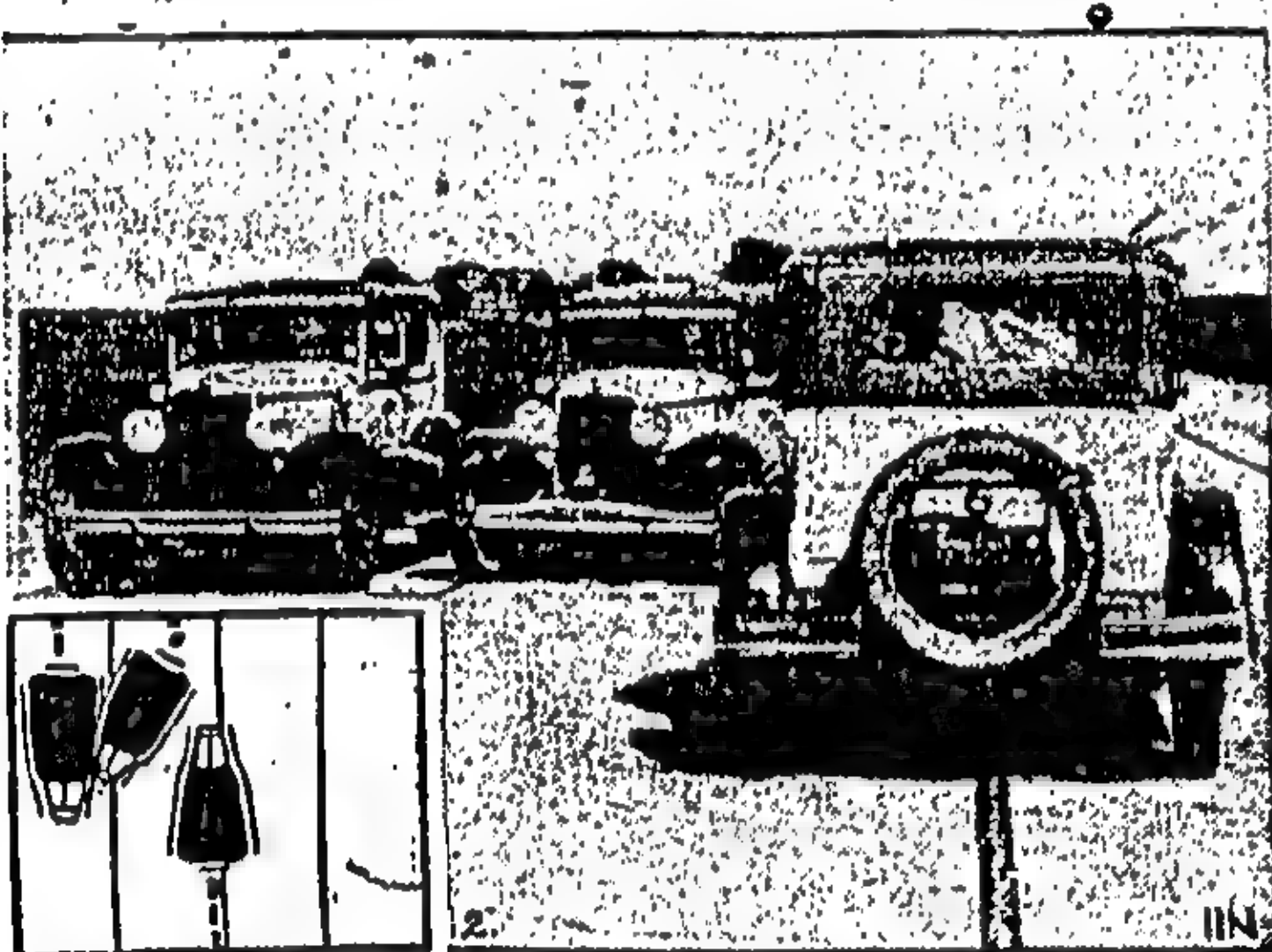
WONDERFUL ENGINE

New Rolls-Royce Aero

At the recent London Air Pageant there was demonstrated for the first time in public the new Rolls-Royce "F" Aero Engine. This engine is remarkable in two respects. In the first place it uses less petrol than any other standard aero engine, the fuel consumption at normal power and speed being 30 gallons per hour. The second point is a reduced frontal area which allows of better streamlining of the fuselage and consequently a greater speed for power. It is estimated that the use of the new engine will enable a bomber to be constructed which at all elevations of 15,000 ft. will be 30 m.p.h. faster than any existing R.A.F. single seater fighter. It marks a departure from previous British practice in that the two sets of six-cylinders are cast in monobloc form, thus eliminating the problems inseparable from welded water jackets and individual cylinders. It thus gives a much more rigid engine, the blocks becoming a girder to the crankcase.

The engine is now in full production and orders for a considerable number have been placed by the Air Ministry. Some of these engines are required to replace those of American manufacture which were imported some time ago, while others are to be installed in machines of the very latest, and at the present time secret type. It is expected that some of the latter will give performance of the most striking nature. When it becomes possible to give details of the advance in performance made possible by the production of the Rolls-Royce latest type of aero engine, we believe the figures will be found to be remarkable.

Are You a Good Driver?



The car shown on the right is out of its proper traffic lane. Car in the center is caught and a crash is inevitable unless either car on the outside gives way. Remember this may save your life or the lives of others.

OVER ALPINE PASSES

British Car's Success in Coupe Des Alpes

An exceedingly fine performance was put up by Mrs. Bruce with her A.C. Acedes car in the recent international Coupe Des Alpes Trial, in which out of 99 starters only 22 cars in for a first class award, nearly all of these being big cars.

It would be difficult to imagine a more strenuous trial than this event which, besides including ten Alpine passes in its itinerary, makes it necessary to travel at practically racing speed to have any chance of success. Mrs. Bruce drove her Acedes car single-handed throughout, and averaged no less than 32½ m.p.h. over the 1,103 miles, which included such well known passes as the Simplon, Furka, St. Gothard, Stelvio, and Tauern. The Furka Pass is about 7,980 ft. in height, and the Stelvio over 9,000 ft., abounding in hairpin corners, yet not a drop of water was put into the radiator from start to finish, although the trial was run in a heat wave—93 degrees in the shade. The petrol consumption worked out at 22.8 m.p.g. and oil at 602 m.p.g.

Unfortunately, Mrs. Bruce was run into on a corner by a non-competing car, with the result that one of the front wheels was torn off and the axle pushed back 2 ft. under the engine. The conditions must have looked utterly hopeless, but in four hours the car was running again, and the next three stages were completed at over maximum speed; which speaks well for the materials used in Acedes construction.

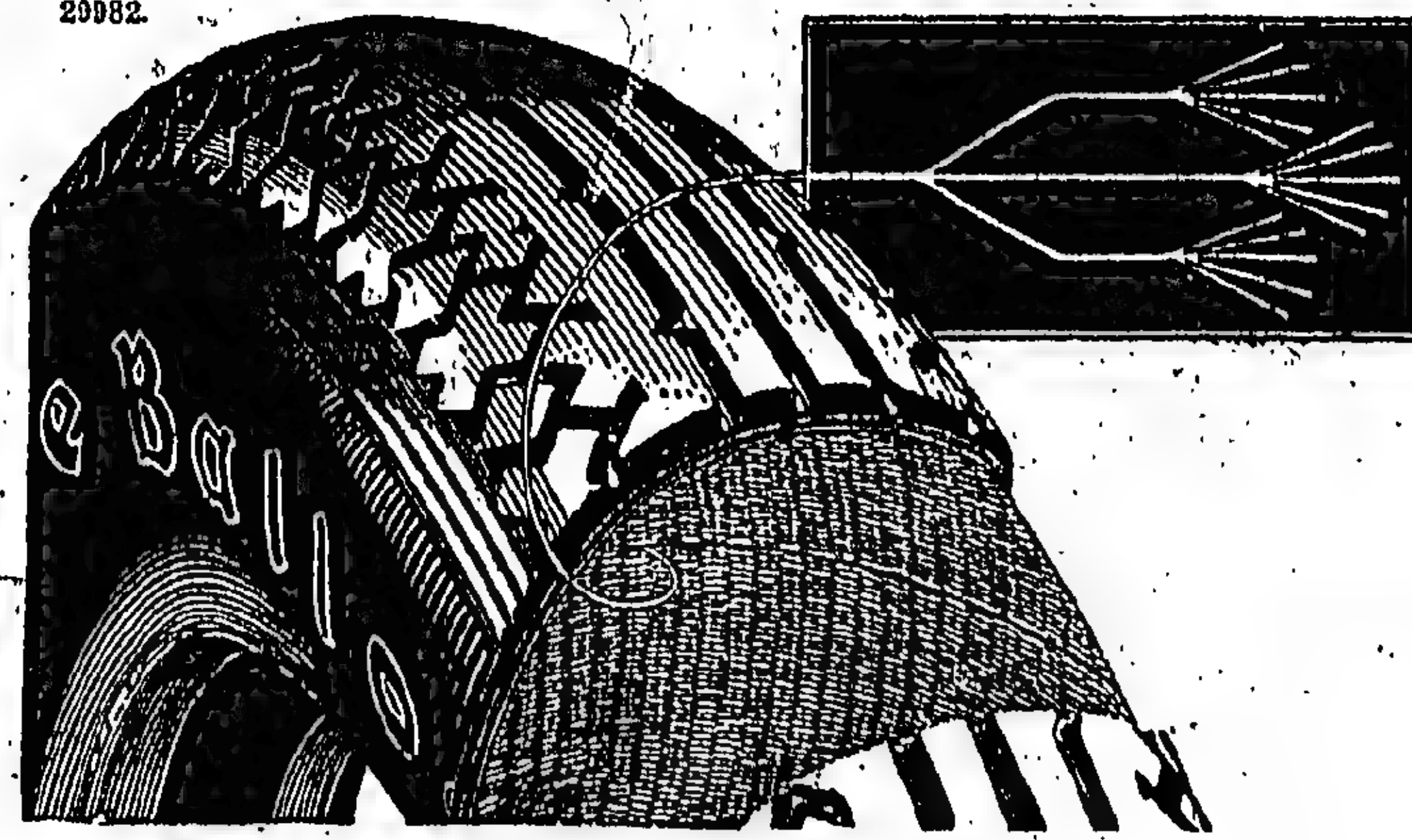
Owing to this delay it was impossible to get into the control before closing time, and so Mrs. Bruce could not be awarded the cup under the International Rules, but a special award of a gold plaque was made and the greatest possible praise must be accorded to the plucky driver and her indomitable touring car.

CROSSLEY 1930 PROGRAMME

For 1930 Crossley Motors, Ltd., are continuing their present 16.7 h.p. and 20.9 h.p. six-cylinder models as well as the two-litre sports. There will definitely be no reduction in prices.

In the case of two of the 20.9 h.p. models, i.e. the enclosed limousine and the enclosed landulette, the prices were slightly increased on October 1.

20982.



GUM-DIPPING Gives You Extra Value.

By the Firestone Gum-Dipping process, the cords of the carcass are dipped in a rubber solution, which saturates and insulates every fibre of every cord with rubber, minimizing internal friction. On the cars of hundreds of motorists—in the day-in and day-out service of the largest lorry, motorbus and taxicab fleets—in the "battle of tyres" on race tracks—Firestone Gum-Dipped Tyres, because of their extra stamina, are delivering longer mileage with added safety and comfort. Let us save you money with a full new set of Gum-Dipped Tyres.

MOST MILES PER DOLLAR.

Firestone

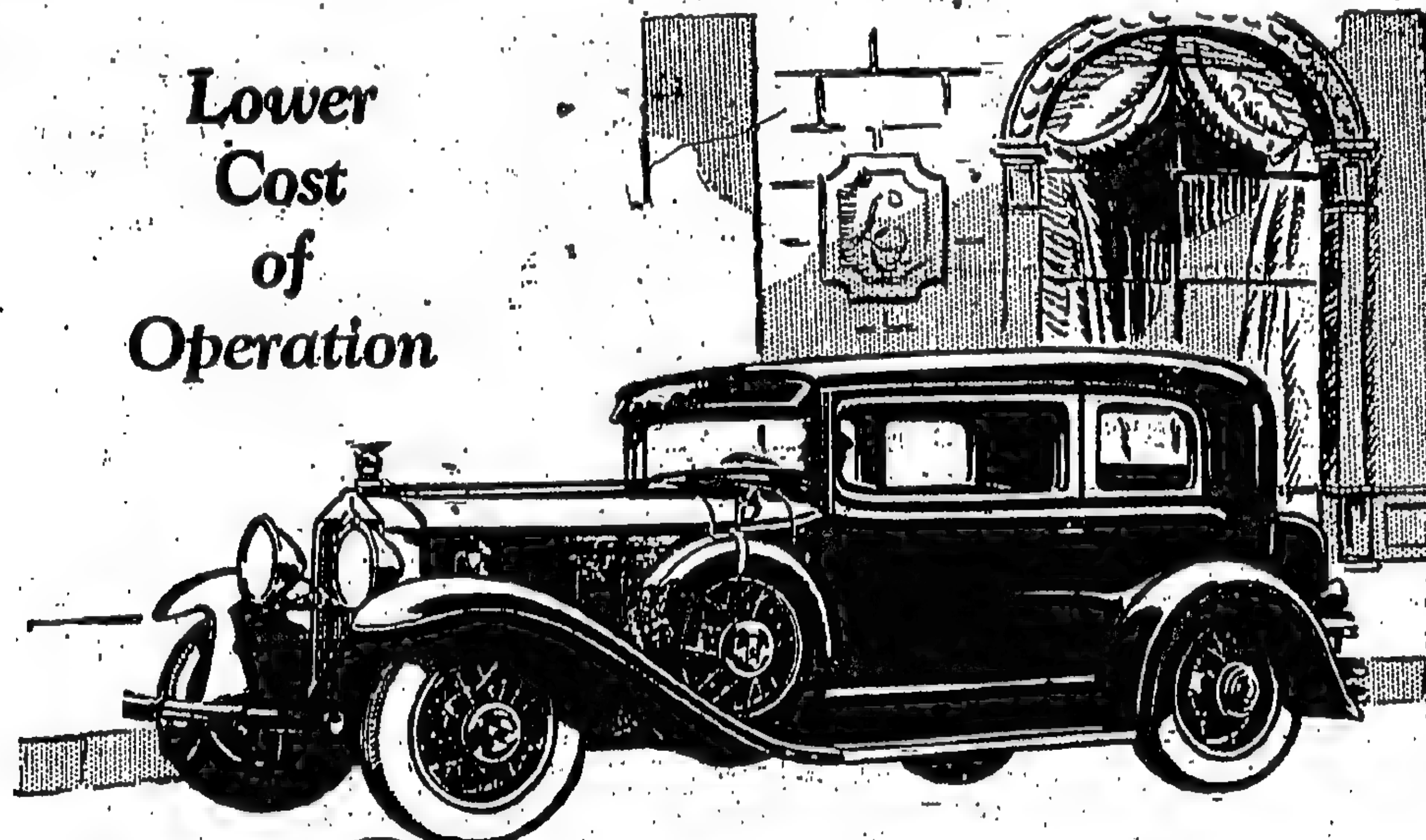
GUM-DIPPED TYRES.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

23 WONG NEI CHUNG ROAD, HAPPY VALLEY.

Lower Cost of Operation



Beauty... EXPRESSING SUPREME MASTERY of MODERN DESIGN

The new Willys-Knight Great Six is the finest achievement of Willys-Overland's long years of experience and progress in building quality automobiles.

Low, graceful lines are beautifully expressive of new and advanced tendencies in design. Perfect symmetry and proportion obtain throughout, from the aristocratic hood to the smartly tailored back. The distinctive colour combinations, rich in tone and harmoniously blended, are instantly appealing and lastingly attractive.

The luxurious interiors are tastefully appointed, embodying many exquisite details that give the ultimate touch of true refinement.



"Finger-Tip Control"—operator starts, lights and horn.

5-Passenger Coupe.

\$5,500.

SEDAN \$5,500

TOURER \$5,300

ROADSTER \$5,300

New Style GREAT WILLYS-KNIGHT SIX

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.

4A, Des Voeux Road, C.

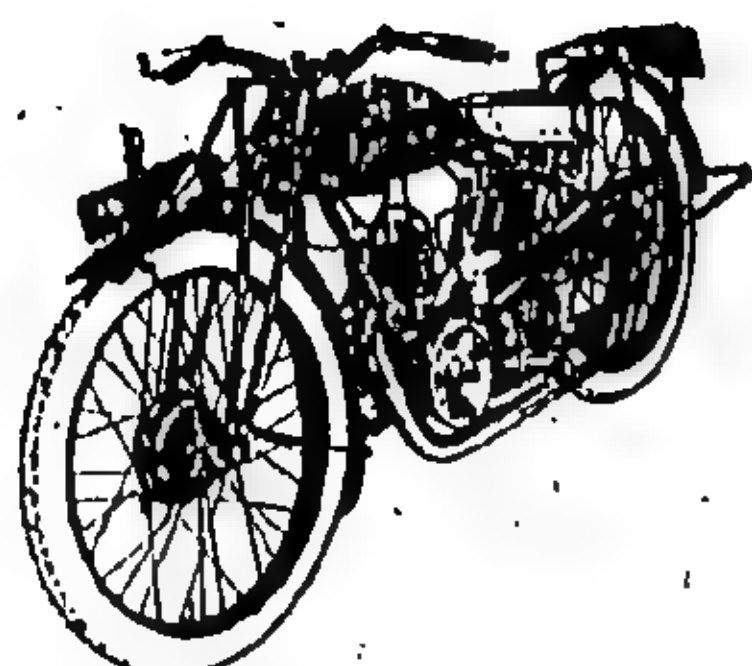
Service Station Garage:

DURO MOTOR CO., LTD.

122, Nathan Road, Kowloon.

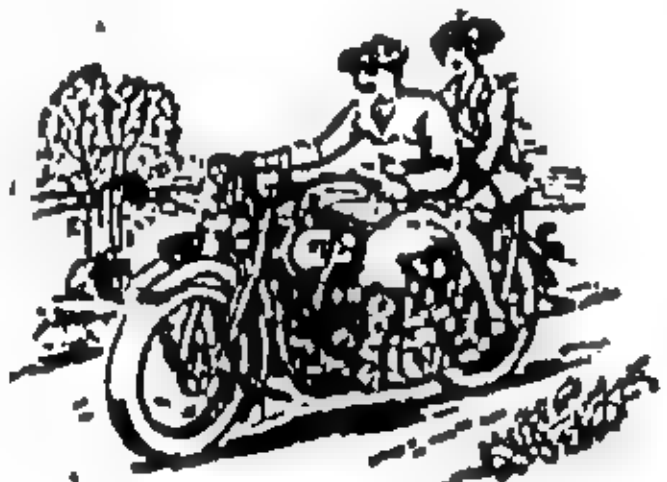
WILLYS OVERLAND FINE MOTOR CARS

PRICES GREATLY REDUCED!

EXCELSIOR
MOTOR CYCLES

In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!
THE SINCERE CO., LTD.
SOLE AGENTS.



NOW IN STOCK
BOOK YOURS EARLY BEFORE
PRICES INCREASE

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242.

(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK

AT OLYMPIA

Armstrong Siddeley
Motors

Armstrong Siddeley cars were represented by a 30 h.p. six-cylinder special enclosed 'landauette' with new self-changing silent four-speed gearbox, a Long 20 h.p. six-cylinder enclosed limousine, a Short 20 h.p. chassis, a Short 20 h.p. saloon, a 15 h.p. six-cylinder Weymann fabric saloon, a 14 h.p. four-cylinder fabric saloon, and a new 12 h.p. six-cylinder fabric saloon (£275).

A Self-Changing Gear-Box
Taking these models in order, the chief point of interest on the 30 h.p. is the new self-changing silent four-speed gearbox. This is claimed to be so simple that a child can operate it. The selective control is mounted on the steering wheel, and enables the driver to select his next gear before he actually requires it, the actual change being made later in the box merely by depressing and releasing a pedal. The box has been under test for several years, and is available at an extra cost of £50 and £35 respectively on the 30 and 20 h.p. six-cylinder models. Other points of interest on the 30 are the new metal dash, the up-swept frame which enables the body to be carried lower and the provision of a 21-gallon petrol tank at the rear.

The Long 20 h.p. six-cylinder model remains unaltered, points of interest being its central chassis lubrication system, adjustable cantilever springs, and generally ample and sturdy design.

The Short 20 h.p. Six Cylinder Car.
The Short 20 h.p. model, which was shown as a chassis and as a saloon, is probably the most successful British car of its type, its stamina, power and speed being characteristic features. Since the last show the rear springs have been 'underslung' to enable the bodies to be carried lower. Attractive two-tone colour schemes have been developed, while the excellent features of central chassis lubrication, automatic ignition control and swivelling headlamp reflectors, which were introduced last year, are being continued.

The 15 h.p. Six Cylinder Car
The 15 h.p. six-cylinder model was shown with a genuine Weymann body, a point of interest being the drop head. The lines of this body are excellent, the underslung rear springs enabling it to be built lower, and the provision of four lights instead of six providing

a degree of privacy in the rear seat which is not available with other types. The central chassis lubrication system and automatic ignition control are again retained.

The 14 h.p. Four Cylinder Car
The 14 h.p. model which is the only four-cylinder type in the range represents remarkable value for money as a full sized four or six light fabric saloon at £325. Again one noted the under-slung rear springs, the lower frame, the generally improved appearance of the body, the central chassis lubrication and automatic ignition control, all points that the practical owner driver family man will thoroughly appreciate.

New 12 h.p. Six-Cylinder Saloon
The centre of interest on the stand was undoubtedly the new 12 h.p. six cylinder which was shown with a four light four-seater fabric saloon body priced at £275. In addition to this model this chassis is available with two or four seater touring bodies at £250.

The saloon has a very attractive appearance, and for so compact and light a car provides an astonishing amount of accommodation for four full size people. It is completely equipped and possesses an excellent turn of speed and acceleration. It is the sort of model that those who study economy or those who require a second car to supplement a big family model will appreciate. It has a 4 ft. track and an 8 ft. 9 in. wheelbase. The R.A.C. rating is 12 h.p. and the petrol consumption is over 30 m.p.g.

The design of the chassis follows standard Armstrong Siddeley practice, and although the weight has been reduced, the stamina for which these cars are well known has not been sacrificed. The transmission unit consists of a three-speed gearbox mounted on the front end of the torque tube, the rear axle being of the banjo type which allows the differential and spiral level gear to be easily reached.

Springing is by half ellipses, those at the rear being under-slung. Four wheel brakes of 'large diameter are fitted, another excellent point being a three-way petrol tap which allows a surplus supply of fuel to be tapped in emergency.

CHILD IN THE CAR

In Cincinnati, Ohio, U.S.A., a man and woman who left their little baby in the back of their sedan, while they went into a hospital, returned a few minutes later to find the car gone. The car, however, was found abandoned two or three blocks away, owing to the crying of the child.

CUTTING IN

Disgraceful Examples
At Home

During the first fortnight of August, there were so many disgraceful examples of the road crime known as "cutting in" that it may be worth while devoting an article to it. In its simplest form the crime is as follows: A is proceeding west along a road comfortably wide enough for two traffic streams. He is travelling at 30 m.p.h. Ahead of him is a lorry, B, also proceeding west, but at the lesser speed of 20 m.p.h. For a variety of human and comprehensible reasons A decides to overtake B at the earliest possible moment; A, for example, wishes to maintain his present speed; B's lorry, which is tall, is an unpleasant spectacle, and curtails the world unduly for A by shutting out the view ahead. In this position, A has three duties to perform. He must first ascertain that the road beyond B is empty of all traffic across its full width for a sufficient distance to allow him to overtake B and take station on the left of the road ahead of B, without discommoding or endangering any other road users. This applies to an invisible nursemaid with perambulator, quietly proceeding west on the left-hand side of the road beyond B, and screened from A by B's ponderous vehicle; and it applies with equal force to any traffic coming east.

Having satisfied himself of these facts (no easy task for A in view of the fact that most roads are busy, and that it is really difficult for him to know whether or not there is anything on the road just ahead of B and on the same side), A has two other duties to fulfil, viz., to acquaint B that he is going to pass him by means of a loud squawk from a really powerful hooter (B's lorry is so noisy that B cannot hear any gentle blast from a melodious and gentlemanly horn). This is necessary to prevent B from swaying out to his right whilst attempting to light a cigarette with one hand and steer with the other. Secondly, A must extend his right arm horizontally outwards, to prevent somebody astern from swinging out to the right at the same moment. All this sounds very complicated, but is in reality so simple that every practised motorist does it several hundreds of times a day without thinking about it at all.

Hideous Suddenness
But "cutting in" is a sin conditioned by the presence of C on the

road. C is travelling east, and his presence complicates the execution of A's first duty in overtaking. A must not overtake if by so doing he will force C to slow down, or create any risk of a head-on collision with C, or a triple collision between A, B and C. This is obviously a more complex factor. To solve it, A must calculate almost instantaneously (1) how far away is C? (2) at what pace is C travelling? (3) at what pace can A accelerate his own car during the perilous moment when he and B occupy the full width of the road, leaving no space upon it for the fast approaching C? To make matters worse, in most crimes of this character, C is actually invisible to A, and very probably, to B also. For either the road bends to the left, so that A cannot see C, though B can see C; or, worse still, the bend is so near and so sharp that neither A nor B can see C. It follows that all overtaking must commence with A swinging out a few inches wide of B's tail, so that he enjoys a really uninterrupted view of the road ahead to the right. He must further decide that there is nothing hidden behind the screen of B's bulk, which means that it must be a longish peep ahead. Above all, since modern traffic moves at nearer 40 than 20 miles an hour on goodish roads, he must be quite clear in his mind about the hideous suddenness with which that coveted strip of road alongside B may be claimed by oncoming traffic.—The New Statesman.

HISTORY REPEATED

Trip Through Central
Australia

It was 25 years ago that a Clement Talbot car pioneered the cross-Australia route, and it is interesting to learn that one of the latest Talbot models has recently completed a 9,800 mile trip through Central Australia from which it emerged mechanically perfect.

The 14-45 h.p. six-cylinder model was used to carry the gear and stores for two aeroplanes making a survey for the Commonwealth railways. The tour occupied only 31 days' actual travelling time the route being from Melbourne through Oodnadatta, Alice Springs, Charlotte Waters, Palm Valley and back. Except

K.L.G.
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Drive a Trusty
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tionally stiff country was encountered, and at times the car had to be driven axle deep through sand over great hills and big boulders. In fact, people at Oodnadatta, knowing the country, predicted that the car would never get through.

On its return to Melbourne the car, which incidentally had run 17,000 miles prior to the trip, was examined, and declared to be in perfect order; ready, indeed, to make another such trip without any adjustments.

MOTOR NEWS
From Road & Showroom

America's 24 Million

During 1928 there were 31,778, 203 motor vehicles registered throughout the world, of which America licensed 24,493,124 and Great Britain 1,318,169.

Gruesome

A physician of the West Virginia University makes the gruesome suggestion that human bones should be exhibited at dangerous corners as a warning to motorists.

Level Crossings to Go

It is understood that the British Government seriously intends in the very near future to tackle the level crossing problem. It is proposed to spend something like £2,000,000 on elevated roads diverting traffic from the crossings.

25 Years—and Still Running

Most motorists would agree that after 100,000 miles a car had served its life sentence and was fit only for the scrap heap. Yet news comes from Coventry that a privately-owned British car there has completed no fewer than 300,000 miles. It is still going well, and even after a quarter of a century's running is capable of doing 40 miles an hour.

Brighter Petrol Stations

More than 500 entries were received in the brighter petrol stations contest organised recently by the National Gardens Guild, in England. The preliminary judging was carried out from photographs taken by members of the public, and the best stations were visited by the judges. The Cumbria Bridge Service Station, on the Mington by-pass, won the gold championship trophy offered by the "Daily Express" to the premier station in respect of artistic merit. Many other awards were made.

Colourful

It is announced that Essex cars are now offered in the U.S.A. with more than 225 colour combinations.

Acceleration Sometimes Preferable

In the designing of vehicles intended for local-delivery work, and particularly in those instances where the calls are practically from house to house, it is of the utmost importance, says "The Commercial Motorist," to remember that the accelerating power of the vehicle concerned is of infinitely greater moment, so far as the average speed is concerned, than the maximum speed which could be attained in a straight run. Makers are rather fond of recommending the high-speed van, but, in our opinion, whilst, admittedly, this is a most useful transport unit for a wide variety of purposes, it cannot compare, when many stops have to be made, with a machine of relatively low maximum speed but capable of getting off the mark with expedition.

Hints on Development

In calling attention to the fact that in the leading Continental countries need no driving licence and have no tax to pay on their machines, "Motor Cycling" remarks that the outlay and formalities in Great Britain put a brake on the development of these utility models. It has to be borne in mind that although the present direct tax on a small machine is only 30s. a year, it operates against the expansion of the utility-machine movement to a much greater extent than the figure implies. The need for registration, for carrying number-plates and for obtaining a driving licence are all grave hindrances to the business. John Clitsen is too hedged around with restrictions, formalities and compulsory formalities to look askance at any new possession which involves the need for compliance with a still further number of irksome regulations.

In St. Helena

The embargo on motor vehicles in St. Helena is to go, and regulations for motor traffic are now under preparation.

New Hudson Success

In the Queen's Race at Bulawayo, recently, W. S. Mitchell on his 346 c.c. Twin-Port New-Hudson made the fastest time in his class and broke the record for the course.

A Medal for Segrave

The international body of recognised automobile clubs has decided to award a medal annually for exceptional services to motor-ling. The first medal is to be presented to Sir Henry Segrave for his world's land speed record.

Breaks World's Record

At Brooklands Track on September 19 a 1½ litre Hyper-Sports Lea-Francis car established a new international record in Class F, (1100-1600 c.c.). Driven, alternately by Mr. R. M. V. Sutton and Mr. F. Itallam, the Lea-Francis covered 950 miles 1,493 yards in 12 hours, maintaining an average speed of 80.06 miles an hour. It also set up a new-British record for Class F. The car was a standard two-seater model, being the identical vehicle which ran as No. 26 in the recent International Tourist Trophy road race in Northern Ireland.

Recent Report Orders

Among the many interesting orders received by the Allison Company during the past few weeks, may be noted a further repeat order for six 3 ton chassis from Messrs. J. Lyons & Co., Ltd. This is the ninth order received from this firm. Other orders were for three 5 tonners on pneumatics from the Navy, Army and Air Force Institute, and an order for four 3 tonners on solids from the South African Railways. All these are, of course, repeat orders and are in addition to many others received from users whose names are not so well-known throughout the world.

G.P.O. Buy British

The General Post Office have placed orders with Morris Commercial Cars, Ltd., for several hundred vans of varying capacities for Post Office work. Each of these is fitted with a special looking device so that the rear doors can only be unfastened from the driver's seat.

100 Per Cent. Efficiency!

In the International Six Days Motor Cycle Trial held in Britain, in which teams from Sweden, Germany, Denmark, Holland and Ireland competed, the All-British Ariel Motor Cycle team secured the Manx Manufacturers' Team prize Class C, with the loss of a single mark. All three motor cycles were in perfect condition at the end of the test.

Unusual Test

At the automobile race course Linas Monthery, France, M. Senechal, well-known motor car racer, made an unusual test of a stock Ford car. M. Senechal has recently become a Ford dealer in Paris so he wanted to see for himself just what the car would do. He covered a distance of 2295 kilometres (1426 miles) in 24 hours at an average speed of 95.635 kilometres (59.39 miles) per hour. This test was made on the Monthery Race Course.

Don'ts for Drivers

"The Light Car and Cyclecar" in a recent article draws attention to common but little recognized driving faults. On the subject of obstruction it says a prominent cause of obstruction is leaving a car level with another vehicle which is already stationary on the opposite side of the road. In the average village street this will leave room for only one car and, if there is any considerable amount of traffic, hold-ups are bound to follow. It is an easy matter to stop 20 yards or so farther along the road, and every one who has a thought for others does so. The greatest parking crime of all is stopping on a blind bend or sufficiently near to one to block the view of approaching drivers. In this case the inconsiderate motorist not only causes obstruction and inconvenience, but very real danger.

British Machines in Races

British motor cycles are again to be the fore in Continental Races. The Roumanian International T.T. Race was won by Mona. Moraru on a 500 c.c. Ariel, thus upholding the prestige of British motor cycles in the Balkan States. In the Italian T.T. 250 c.c. class the Ariel was placed second, a fine achievement considering this is the first year that the manufacturers have marketed this machine.

Mussolini and Roads

Mr. Stenson Cooke, Secretary of the British Automobile Association, represented the "A.A." at the World Motor Transport Congress in Rome. Within an hour of his arrival by road in Rome, he and Mr. Cortlandt Bishop (Chairman of the International Relations Committee of the American A.A.) were received by Signor Mussolini. In the course of an interesting interview, the "Duce" discussed the work of the Congress, and showed considerable interest in the provision of new roads for motor traffic.

Car Maintenance Easy

"The Light Car and Cyclecar" has some good news for motorists who have suffered long enough from the grease gun system of chassis lubrication. For 1930 there will be a distinct tendency towards the "one-shot" and the group system of lubrication, says that journal. In other words, the complete lubrication of a chassis can be accomplished merely by pressing a button or by applying the grease gun to, say, six accessibly placed nipples. By these means one of the biggest bugbears connected with the maintenance of modern cars will be removed. Thoroughly to grease a chassis of the multi-nipple type takes the best part of an hour. Under the group system of lubrication the job can be done with equal thoroughness in ten minutes, whilst it is but the work of a moment to press a "one-shot" button. Refinements of this kind naturally add to the cost of production, but the public is always willing to pay for such refinements which quite obviously are calculated to save a great deal of time and inconvenience after delivery of a car has been taken.

At Top Speed

During the first 18 days of September Morris Commercial Cars, Ltd., have delivered no less than 112 Six-Wheeled vehicles. Part of these were for the Royal Air Force who, it will be remembered, placed orders for Morris-Commercial vehicles amounting to over a quarter of a million pounds.

"Sol-Oons"!

Sliding and opening top saloons require to be used to be appreciated to the full. There is no doubt that one of the greatest benefits is the ability to enjoy the pleasure of sun and sky and yet, at a moment's notice, be able to close the roof against a sudden storm and continue the journey in comfort without even stopping the car. The Stanlite Sliding Roof, as fitted to all Standard cars, also provides an almost ideal method of ventilation, as when opened only a few inches gives perfect ventilation without draught. Yet another great advantage obtained by this type of roof is the extended vision obtained of the high surrounding scenery, such as when passing through mountains, or by picturesque high buildings.

Getting up Early

Prof. A. M. Low, the well-known scientist, explains his method of ensuring early rising in "The Motor." It embodies, as the specifications would say, a device which all can make. A common, or even garden, alarm clock is attached to the foot end of a bed and hooked on to the alarm winder is a bag of shot carrying a tape clipped on to the top of the sheets. When the bell rings the weights will fall.

Down will come shot, sheets, blankets and all. It is perfectly effective, and a little ingenuity can add a device for working a cigarette lighter under a methylated spirits kettle in order that water can be boiled for tea. Nothing can express the irritation of grabbing at receding sheets with a hand too weak from sleep to cope with the gravitational efforts of the shot-filled bag.

The Appeal of Portugal

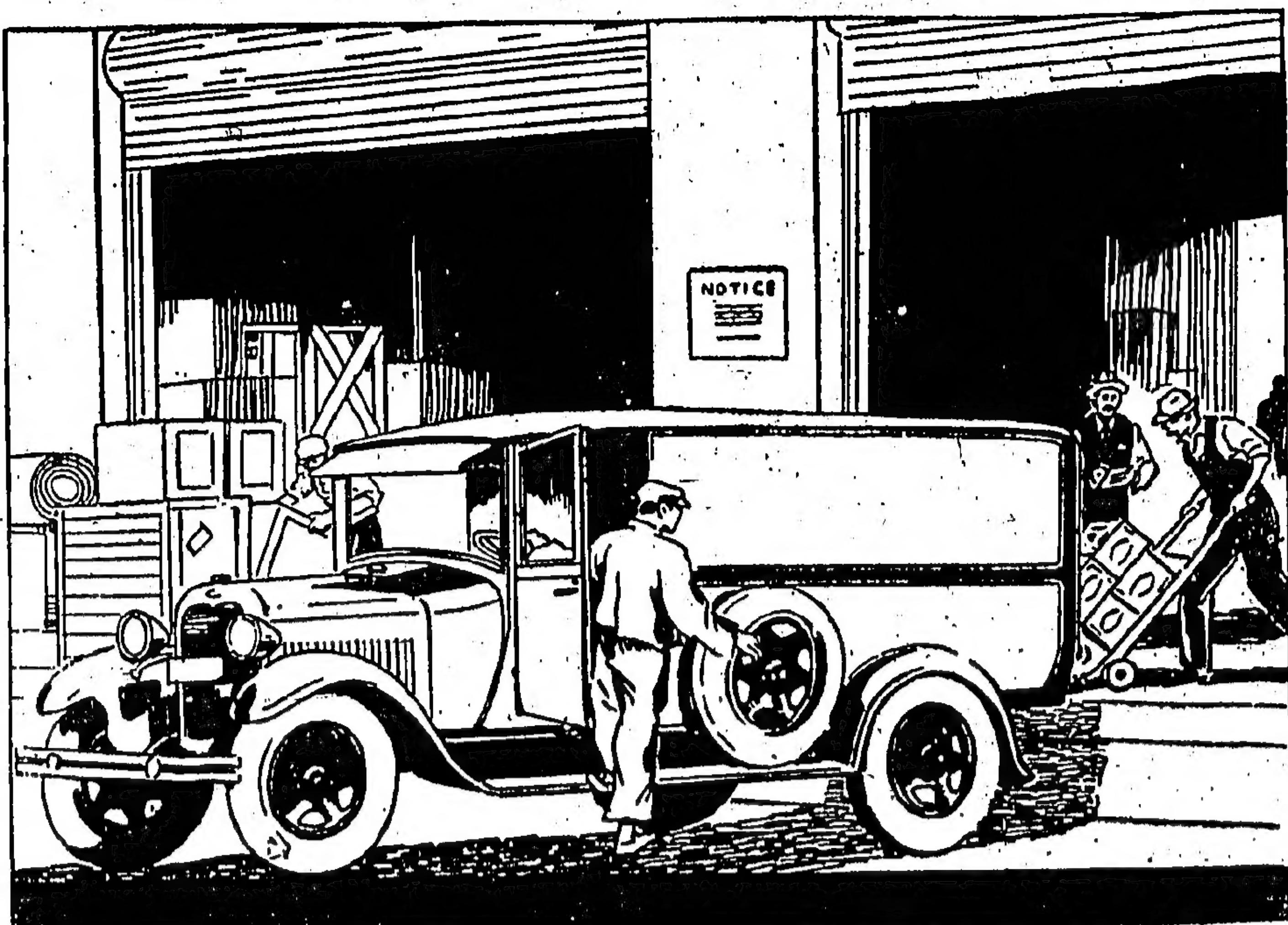
The Portuguese Government is making serious efforts to encourage tourists from abroad, for it fully realises the financial and cultural benefits that accrue from the visits of foreign motorists. It recognises, too, that an essential to comfortable touring is a good motor road, and an extensive scheme of road-building is now being undertaken throughout the country. Moreover, the main roads already in use are being repaired and dressed with tar-macadam. The larger towns and areas of Portugal boast commodious and comfortable hotels that compare favourably with those of other European centres, while in many of the more picturesque resorts casinos have been opened.

A Royal Car

Every British car sold for service overseas is a potential advertisement for the nation's motor industry. When the owner is a person of particular importance the possibilities are obviously intensified. It is especially interesting to learn, therefore, that Hooper & Co. (Coachbuilders), Ltd., coach-builders to H.M. the King, have been honoured by H.M. King Fuad of Egypt with an order for a Hooper enclosed limousine on a 40/50 h.p. Rolls-Royce chassis. Such a combination of the finest coachwork and the acme of engineering skill is bound to prove a valuable addition to the many fine cars already to be seen in Egypt.

During the Heat Wave

There is plenty of humour in the London streets, if anybody listens for it, points out "Contact" in "The Motor." One day when the shade temperature was nearly 90 degrees, the traffic was held up by a Morris-Cowley touring car, loaded in the back with a camp bed and a chair, from which was hanging a huge bunch of evergreens, while the driver, who was fumbling with his gear, wore a top-hat, an overcoat and a white silk muffler. Learning out of his driving seat the driver of an L.G.O.C. omnibus, whose further progress was barred, smiled benevolently at the top-hatted one and asked: "Where have you been? Opposing?"



1½ to 2 TON TRUCK WITH FORD PANEL BODY

THE NEW FORD TRUCK

A new ton-and-a-half to two-ton haulage-unit

THE new Ford truck ushered in what might be called a new era in transportation. It brought the idea of Speed-with-Proper-Check . . . a fast truck with sure brakes, to make the new speed safe and usable; a truck designed to enable its owner to do a better day's work, whether on long hauls or short ones, with many stops and starts.

The new Ford truck has made good in the hands of owners and drivers. And for excellent reasons. Here is a truck that is new from radiator to tail-lamp. New, and yet with more than a year on the road, and a lot of brutal test-driving at the plant behind it. It is built to haul all kinds of loads on all kinds of roads. . . built to haul them fast, haul them sure and haul them economically. The first cost is low and so is the up-keep.

The new Ford truck engine is simple, powerful and above all, reliable

The power-plant of the new Ford truck is the same motor that has proved so flexible and sturdy in the new Model A passenger-car — a four-cylinder, forty-horse-power engine built to the most exacting limits. Lift the hood and look at it. You will marvel at its simplicity. You know at a glance that here is an engine that will do the job . . . and keep on doing it, mile after mile, year after year.

The moving parts are balanced to a hair, so that the maximum of power may be delivered to the rear wheels. The word "efficient" has been overworked in recent years, but that's exactly what the Ford engine is. You know instinctively that here is an engine!

The engine-lubrication system is a combination of pump, gravity-feed and splash, with oil-reservoir in the valve-chamber. . . an exclusive Ford development. The more you study it, the more you recognize its simplicity; the more you believe in its ability to keep down friction and wear.

A triumph in low-cost transportation

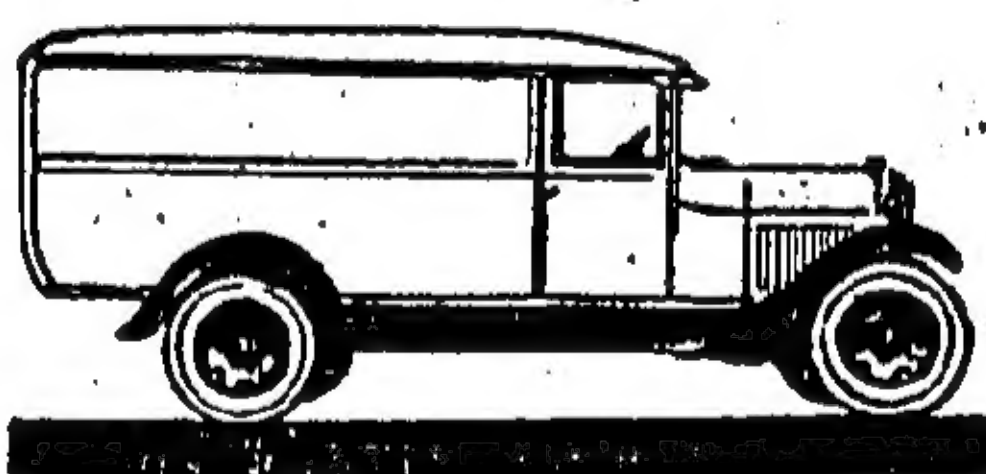
A mere reading of the specifications of the new Ford truck is enough to open the eyes of the man who knows trucks. A whole chapter might be written about every single item. The whole truck is equal to the sum of its parts, and that whole is a triumph in low-cost transportation.

The thing to do is to see your nearest Ford dealer. Let him show you the truck. Talk with him about the type of body you have in mind, in relation to the kind of hauling you have to do. Let him tell you about the kind of service he is prepared to render . . . the service that keeps your trucks on the job and out of the repair-shop. Ask all the questions you want. But—see the new Ford trucks.



FEATURES OF THE NEW FORD TRUCK

40-horse power engine.
Standard Selective gear-shift.
Fully enclosed, internal-expanding, six-brake system.
Houdaille hydraulic shock-absorbers.
Full cantilever rear springs.
Frame has five strong cross-members.
Electric welding, for strength without useless weight.
Steel disc wheels.
Optional dual transmission (at slight extra cost) permitting six speeds forward and two reverse for hard pulling.
Alumite chassis lubrication.
Steel body types of standard design.



MODEL AA WITH PANEL BODY

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FORD MOTOR COMPANY EXPORTS INC., SHANGHAI

FORD CARS AND TRUCKS HAVE APPROXIMATELY 80% LESS WORKING PARTS THAN HAVE OTHER MAKES OF CARS

A BRIGHT IDEA

Suggesting that if "pedestrians" who are injured in a motor accident should be fined, and if they are killed the cost of an inquiry should be paid out of their goods, the West London coroner adds: "I do not know that this suggestion has been made before in this country." On reflection, we think it is original. His opinions of those who use the roads on foot are also interesting. He says: "The recklessness of some pedestrians is appalling. Something should be done, because these cases nowadays are very numerous. In the very small minority of cases it is the motor driver who is to blame."

TRIPLEX FOR ALL

"The time will come when it will be difficult to sell cars fitted with ordinary dangerous glass. I venture to say that in this country such will be the case within 12 months from now. It is for that reason, and because, in our opinion, Triplex is the only satisfactory safety glass on the market, that we are making arrangements to obtain a productive capacity sufficient to allow Triplex to be fitted to every car sold in this country."

Those impressive remarks were made by the chairman at the recent annual general meeting of the Triplex Safety Glass Co. held in London, when a final dividend of 15 per cent. was declared, making 20 per cent. for the year, and a bonus distribution of 150,000 ordinary shares to shareholders in the proportion of share for share.

Certainly among the outstanding features of British car design and equipment for 1929, the use of some form of splinterproof glass is very prominent, and an examination of the exhibits at the Olympia show made it evident that Triplex is rapidly becoming a standard fitment to the British motor car.

THE NEW WAY

A process of producing motor spirit from high-boiling petroleum oils by the use of aluminium chloride is now being successfully applied in America. In a report to the American Chemical Society Dr. A. M. McAfee, of the Gulf Refining Co., says that the scientific research which has made this possible has been carried on for 16 years, and that it led to litigation in Federal and State courts which only recently culminated in a decision by the United States Supreme Court. The Gulf Refining Co. is now manufacturing aluminium chloride at the rate of 75,000 lbs. per day and at a cost which ranks it among the heavy chemicals of engineers.

SIX-WHEELER EPIC

A Morris-Commercial In Tanganyika

The employment of rigid six-wheeled vehicles in undeveloped areas is of such great importance at the present time that some details of a trip undertaken in the Bukoba area of Tanganyika recently with a standard Morris-Commercial six-wheeler are bound to be of more than ordinary interest.

The first trip of 112 miles to the tin fields was made after days of rain when every hollow was full of water and great sheets of water appeared where normally there were small lakes. The district was a very hilly one with gradients of as much as 1 in 3, but only on one occasion was the lower gear ratio used.

The first real difficulty was encountered when in trying to skirt round a large hole in a flooded road the rear wheels sank in to the axles and the whole vehicle stuck. By jacking up the off wheels, however, chain tracks were slipped on and the Morris-Commercial climbed back at the first attempt and, with both chain tracks fitted, proceeded steadily on its way. Further on, in the middle of an 11-mile wide swamp plain, two other trucks were overtaken with about 50 natives trying to push them through. Actually, they had started the day before and had taken 24 hours to accomplish what the six-wheeler had done in six hours.

Before reaching its destination the truck climbed a rocky escarpment with gradients of 1 in 3 and half pin corners, finally reaching a level about 1,500 ft. higher up, some 5,500 ft. in all above the sea level. The average speed for the trip was some 10 m.p.h., and the vehicle was the only one that had been able to get through in the previous 10 days.

The conditions on the return journey to Bukoba, however, were even more strenuous and a start was made in tropical rain. Two stranded Europeans on a hunting trip were picked up, so that the truck's load consisted of eight passengers and about a ton of wet tent and camping gear. Halfway through the afternoon the truck struck a "washaway" and stuck with the off driving wheels suspended in the air. Actually, it was resting with the chassis and running boards on what had once been the centre of the "road." Various attempts were made to get out by putting a rope round a tree and tying the ends to the chain tracks, thus hoping to wind the vehicle out, but these and many other devices were unsuccessful. The difficulties were increased by darkness, a continuous deluge of rain and the flooded state of the road.

It was about 9 o'clock on the following morning when by jacking the vehicle up high, practically rebuilding the road, and then, dropping it down again, this indefatigable party achieved success. The engine was "revved up," the clutch let in and the six-wheeler moved on under its own power. Further on a ditched car was hauled out and Bukoba was finally reached after a round trip of three days. The journey is quite impossible for 4-wheelers at all during wet weather.

Later on good work was done in hauling bogged trucks through the water and there were many exciting incidents. Often the magneto was up to floor board level, the engine stopped and it was not until the magneto was taken off and dried out that anything further could be done. Then the front of the vehicle was raised up enough to keep the magneto out of the water and the engine started up. When this had had time to get warmed up, the gear was engaged and the clutch let in. Down off its shoring came the front with a splash and the doughty vehicle proceeded steadily to dry land with a mixture of oil and water as engine lubricant.

It is hardly necessary to add that the loaded 25 cwt. truck which the Morris-Commercial was hauling through when the incident occurred was then successfully dealt with. To give an idea of the difficulties of the route, the driver of one truck of well-known and reliable make, in asking for assistance, said that he had been 21 days on the road, though fitted with driving chains.

Under such conditions the Morris-Commercial six-wheeler makes transport possible where hitherto motor vehicles were useless.

BLESSING GIVEN

More than 500 motor cars were blessed by the Rev. Joseph, Martin, pastor of St. Edmund's Church, in Manchester, U.S.A. The ceremony, as practised in France, is merely reciting a prayer, by the priest, to St. Christopher, patron of all travellers, and then sprinkling each car with holy water. Father Martin plans to make the blessing of motor cars an annual custom.

INTOXICATED

Thought "Something Struck His Car"

Gulam Dux, an Indian motor car driver in the employ of a European planter, Mr. H. P. Gardner, appeared before Mr. G. H. Nash in the Kuala Lumpur Police Court charged with having been intoxicated while in charge of a motor car at Campbell Road on the night of October 30.

Mr. H. Dool, Chief Court Inspector prosecuted, accused pleading guilty to the charge.

Mr. Dool said that accused reported to his master that he had knocked down a woman with the car and killed her. His master came with him to make a report at the police station where accused was arrested. He was then sent to the hospital and found to have been under the influence of liquor.

Mr. Gardner in reply to the Court stated that accused had been his driver for about four years during which time he had found him to be of good character. Accused explained that he met some friends who asked him to drink. He at first refused, but on being pressed, yielded. When passing a car in Campbell Road he heard a slight noise as though something had struck his car. At the same time he heard someone shout "Give him a beating." His Worship to Mr. Gardner: Do you want him back?—Yes, I shall take him.

His Worship: I suppose the fine will be paid for him by you and deducted monthly from his salary?—Yes.

Accused was fined \$40.

BEN NEVIS CLIMBED

Ariel Side-Car Combination

Ben Nevis, Great Britain's highest mountain, has been conquered. The successful vehicle was a 5 h.p. Ariel sidecar combination, which carried a passenger in addition to the driver. This is the first time that the ascent has been made with a sidecar machine, although Ben Nevis has already been climbed by a solo motorcycle. The feat was accomplished in the remarkably good time of 4 hours 49 minutes, and was carried out under the auspices of the Scottish Western Motor Club.

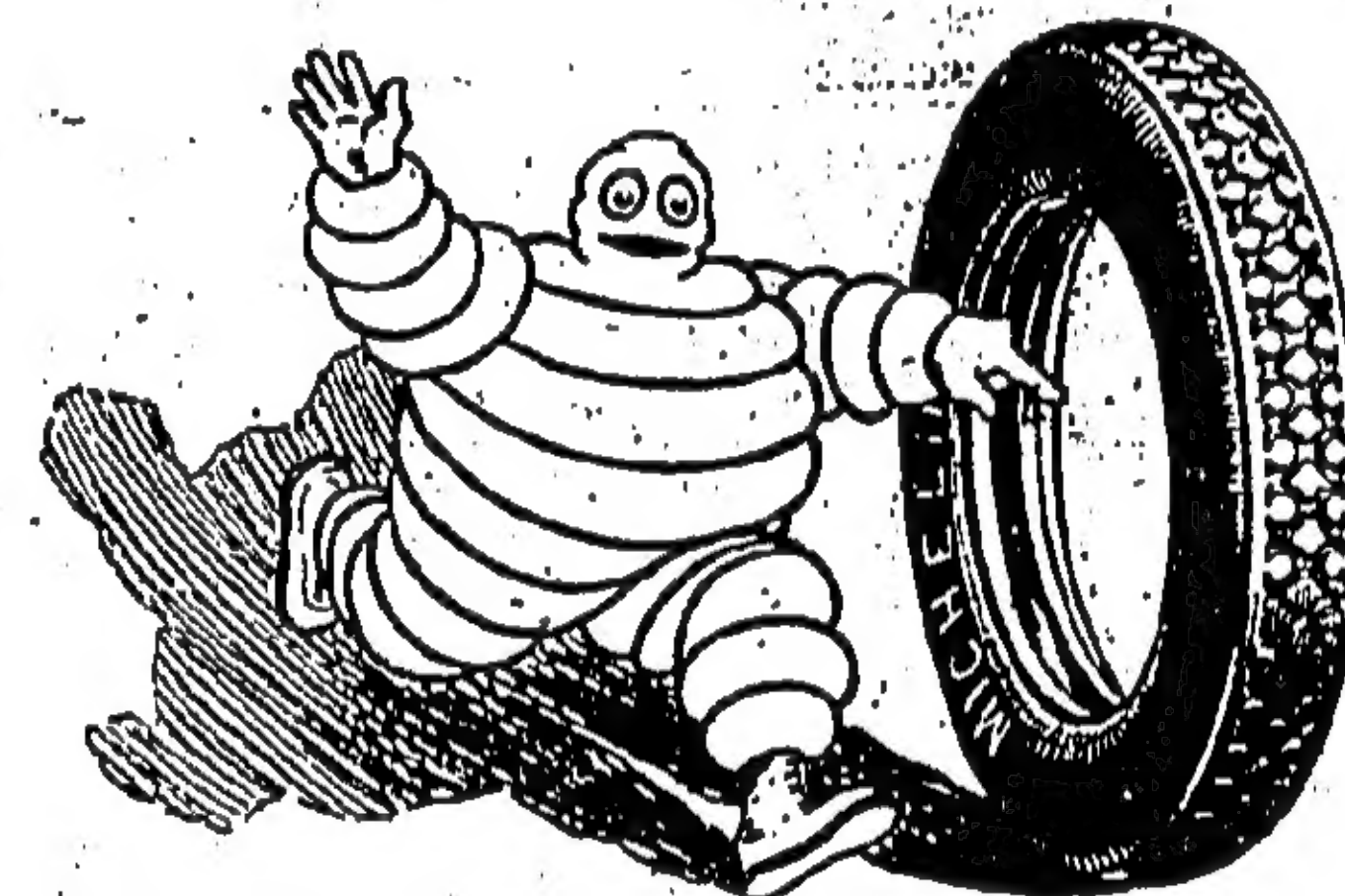
It cannot be said that the 5 mile climb was altogether unaided, but the assistance which was required was not due to lack of power, but rather to the fact that in certain places the shingle was so loose that wheel-grip could not be obtained.

Non-skid chains were fitted to the driving wheel at the start, but these did not seem to help much and were ultimately removed. The machine required no attention whatever during the whole climb or descent, and was as sound at the finish as at the start. Trouble might have been expected from overheating, considering the very slow road speed compared with the high engine speed, but owing to the good lubricating arrangements, no signs of trouble were apparent at any time.

It is interesting to note that the machine was by no means specially built, but was a two-year-old standard model, which has already competed in many reliability trials, and which last year made a record climb of Ben Lomond.

MICHELIN

FOR NON SKIDDING AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.

China Building (4th Floor), Tel. C. 2221.

FIAT GARAGE DEPOT.

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As good as New —

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.
Telephone C. 1219 & C. 0252.



PROOF OF QUALITY!

16 Nations have selected DUNLOP TENNIS BALLS for the Davis Cup, 1929 (including the Challenge Round)

This in addition to the following

NATIONAL CHAMPIONSHIPS

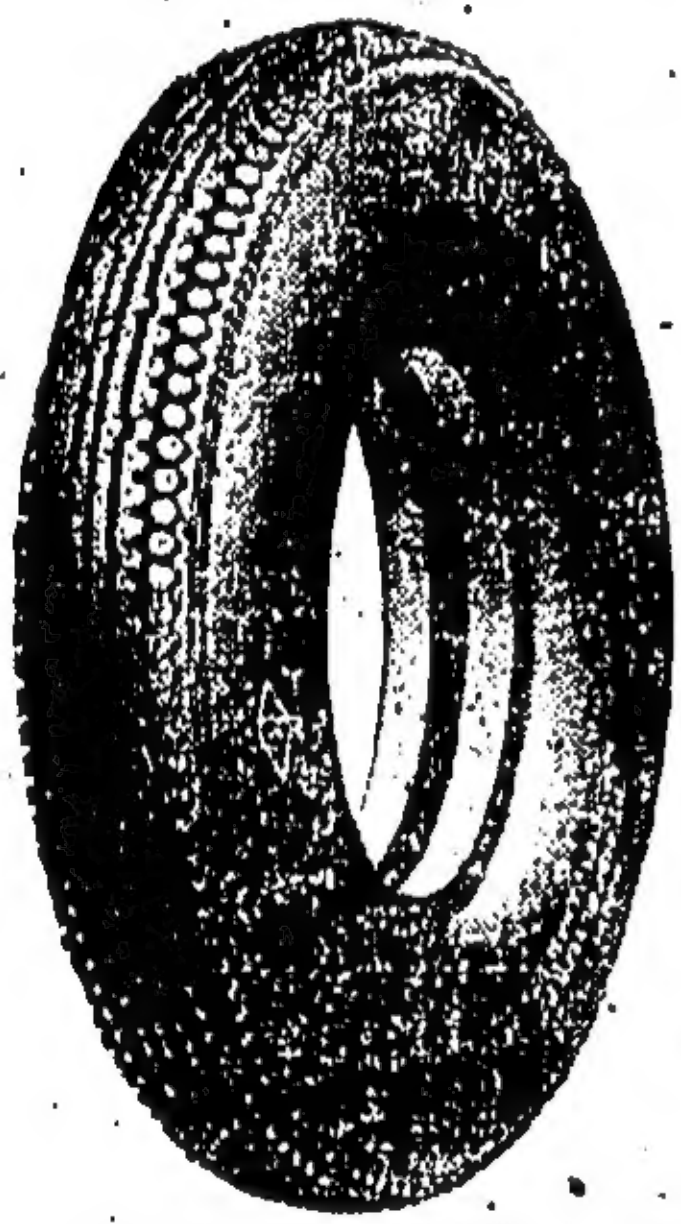
SCOTLAND IRELAND
GERMANY AUSTRIA
HOLLAND SPAIN
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The Last Word in Tyre

MILEAGE

FISK RUGGED ALL-CORDS



When you want the kind of mileage that cuts tyre costs to the bone—buy FISK ALL-CORDS. These tough tyres give longer service than you expect, because they are built to stand to-day's driving strain.

The thick thread gives a firm grip for quick stops and starts, and a carefully balanced design makes every part do its share.

With FISK ALL-CORDS on your car you can forget your tyres. But you cannot forget their EXCESS MILEAGE as they give the most tyre service for your money.

FISK MEANS MILEAGE, MILEAGE MEANS FISK

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors: GILMAN & CO.

Tel. C.290.

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AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

BRITONS TO FORE Perspective of Great Season

We are nearing the end of a competition season in which British motorcycles once again have scored an astounding number of successes, says "Motor Cycling." In the Tourist Trophy Races in the Isle of Man—the world's premier speed event—they had practically no foreign challengers and swept the board; in the Austrian, French, Dutch, Belgian and German classics they took nearly all the top honours, and in the International Six-days' Trial they not only won the principal trophies but took a lion's share of the individual awards.

The all-important thing, however, is not, after this brilliant competition season, to allow speed and performance, no necessary in international contests, to outweigh all other considerations.

It is by no means incredible that in endeavouring to make its standard models capable of performing the remarkable feats required by

of the bushes which gives them such a shape that not only is the bush prevented from turning in the side plates, but is also locked against end movement. Half of one end of the plate has been cut away and the bush taken out. The keyways cut by the keys are plainly visible, but of still greater interest are the projections in the bore of the plate holes, showing how the metal had, in fact, flowed into and been moulded by the depression in front of the keys on the bush.

We are convinced that the Renold Mark 10 Patented Chain marks another distinct step in driving chain manufacture, and in placing it on the market on October 1, the manufacturers have every confidence that it will not only maintain, but enhance the Renold reputation.

came almost monotonous, and their bulldog tenacity completely won the hearts of the spectators. Bolsterous applause greeted the two Austin drivers at the conclusion of the Race, for these two had shown the world the amazing fact that the smallest British-made car had once again essayed a task which might be supposed to be completely outside its scope, and had succeeded not only in passing a test of the severest possible nature but, in so doing, had finished well to the fore and had demonstrated in a most convincing manner the quality and construction.

The weather, bright sunny periods alternating with extremely heavy and localized downpours which converted the roads temporarily almost into rivers, made the conditions additionally severe, but against them the Austin Super-charged machines fought on to add fresh laurels to their already wonderful achievements.

First Aid

It is suggested that all motorists in Britain be compelled to carry a first aid outfit.

NEW CYCLE CHAIN

Problem of Fixing Bushes

In the improved designs of motor cycle engines for increased speed and power, the transmission chain has had less and less margin for performance, and given the most extreme conditions—racing with inadequately lubricated chains—the inner links have had insufficient hold on the bushes, and their tendency to move outwards has caused the inner links to spread, and by binding on the outer links have given tight joint trouble. This led to loss of power and subsequent roller breakage.

Previous attempts to solve the problem have followed such lines as riveting over the ends of the bushes, a procedure undesirable with delicate case hardened parts. The firm of Hans Renold, Ltd., the inventors of the original Renold

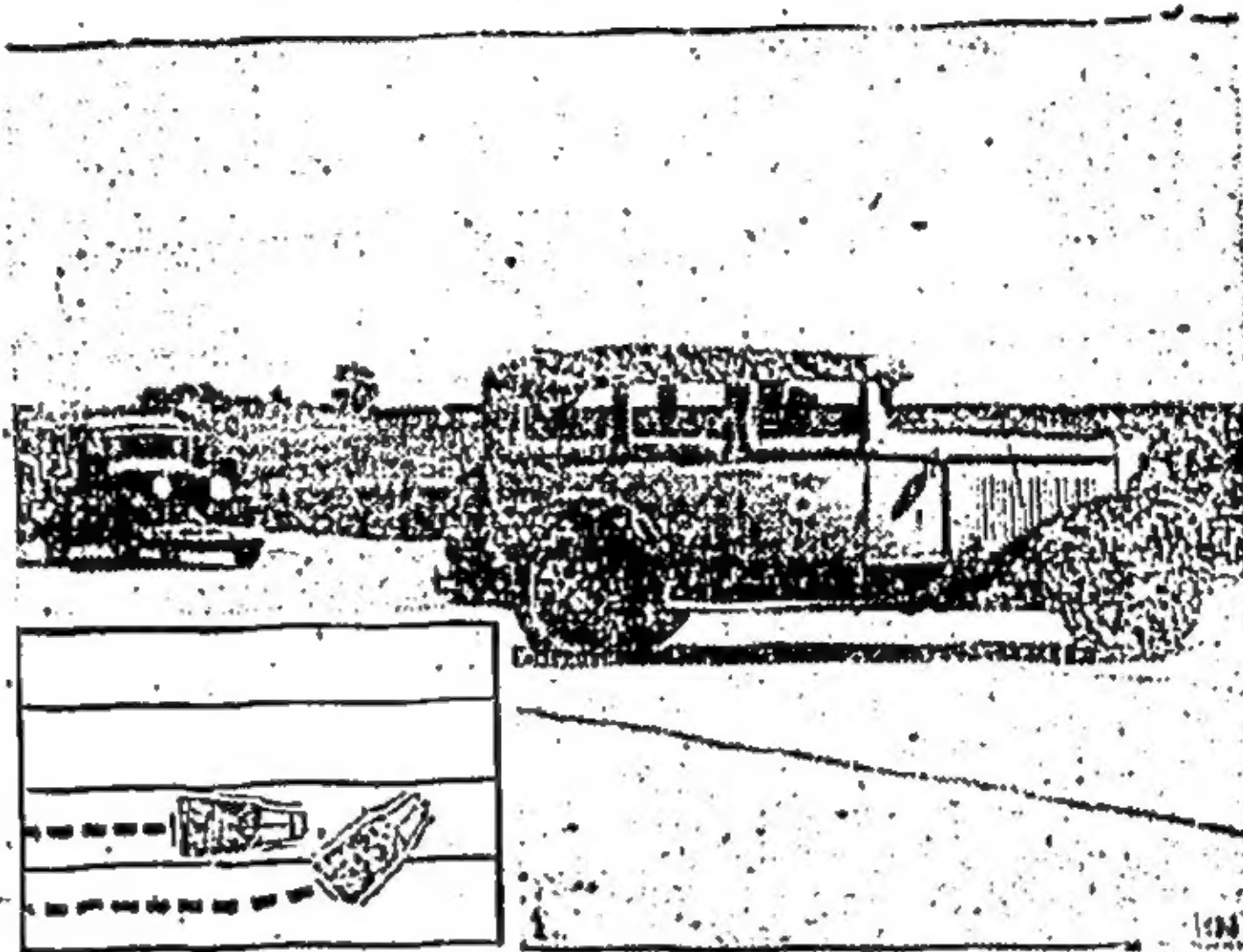
GALLANT CARS

British "Babies" in Titanic Struggle

Whilst, naturally, the result of the Royal Automobile Club's Tourist Trophy Race recently held on the Ards Circuit, near Belfast, is a matter of some disappointment at the loss, temporarily, of the famous Trophy, the very greatest admiration is evoked at the tremendous effort of the winning driver and his car in securing for his country the honours of the event.

Possibly, however, nothing has caused such astonishment as the extraordinary plucky and tenacious performance of the wonderful Austin "Sevens," and national pride in the success of two of these little cars in securing third and fourth positions after a run at the amazing average speed of

Are You a Good Driver?



On a four lane pavement never turn from the right hand lane. This picture shows exactly why such turn is dangerous. The car following in the centre lane may have trouble avoiding your car and a wreck will follow.

Cycle Chain, have evolved a new motor cycle chain which they are marketing as the Renold "Mark 10" Patented Chain. This new chain incorporates in its construction a "Keyed Bush" which solves the problem of fixing the bushes in the side plates.

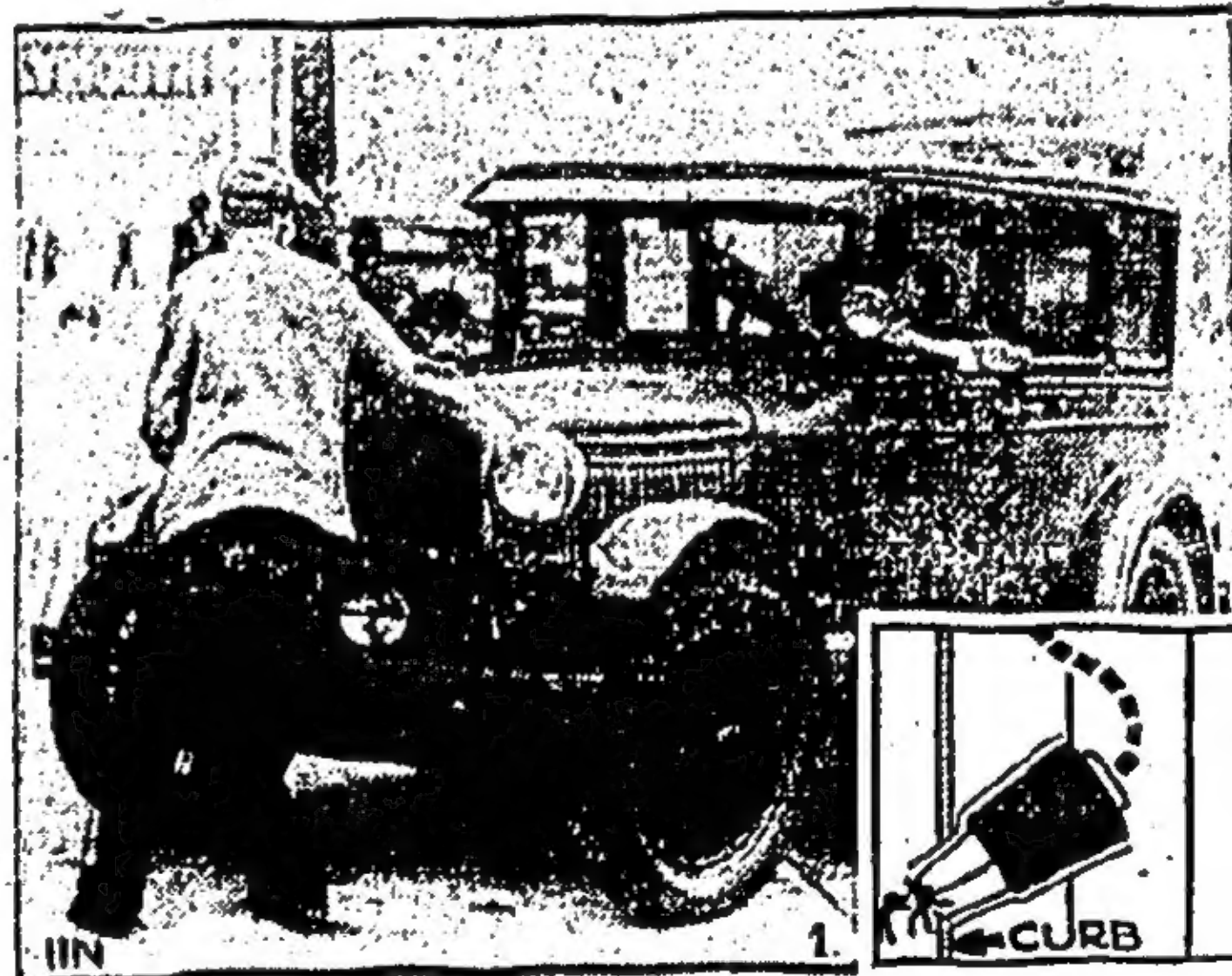
In the course of practically two-and-a-half years exhaustive research, to find the scientific solution to the problem, in the nature of the "keyed bush," a solution which is capable of being applied on a production basis, and involving no undesirable consequential weaknesses, it was discovered that the spreading of the side plates was a secondary effect only, and came about after the bush had begun to turn in the side plates.

The construction of the Renold Mark 10 chain incorporates a method of forming keys on the end

approximately 60 miles per hour is abundantly justified. By virtue of their amazing speed for such tiny engines, they held the lead in the race until within about five laps of the end, but even when the lead was lost they doggedly fought out the battle, yielding ground only to the winning cars and coming through the race with flying colours and after a performance of reliability which was unequalled.

Driven by Messrs. A. Frazer Nash and S. Holbrook, they crossed the finishing line only six and four minutes respectively after the winners, less than a minute separating the two gallant "Babies." As one account of the race mentions, the announcement that "the lap record has again been broken in Class H" (in which Class the Austins appeared) be-

Avoid Accidents! Be Careful!



The motorist who drives with faulty brakes takes perilous chances for himself and others. Here's one who couldn't stop in time to keep from running his machine up the curb, with results dangerous to pedestrians.

DODGE NEW SIX SEDAN DODGE ROADSTER DODGE SENIOR SIX. DODGE TRUCKS & BUSES.

3/2 Tons.

NOW ON VIEW

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central.
Telephone C. 5644.

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BEAN.—Lane, Crawford, Ltd.
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CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4769.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
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HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4769.
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OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4769.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPER.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4769.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 83 Wong Nei Chung Road, Happy Valley, C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4769.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4769.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd, Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 48, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C.4769.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 83, Wong Nei Chung Road, Happy Valley, C.1247.
FISK TYRES.—Gilman & Co., 4a, Des Voeux Road, C. Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES.—Goeke & Co., China Building, C.2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

COME TO GREAT BRITAIN

The Travel Association of Great Britain and Ireland, whose whole aim is to attract more visitors to those islands, appeals to the public to assist in preserving the amenities of historic and beautiful England, and to make the visit of foreign visitors as pleasant as possible.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4641.

GETTING AWAY

Acceleration Quick And Smooth

Getting off the mark is an expression generally applied to racing. A good get-away means a good finish; in other words you are well on the way to win.

Not only are races won, but the game of life has to be won. Take, for instance, the passenger transport operator, the really successful man who is out to build up a flourishing concern; he must always keep strictly to his schedule times otherwise passengers lose faith in his service and patronise a competitor. He must not only be on the mark, but also get-away on to the next schedule stop. The minutes count where competition is concerned.

In planning at the fleets of vehicles used by some of the largest operators, operators who make good profits, it is significant to note that a large percentage of their chassis are of the "Express" type, manufactured by the well-known firm of Tilling-Stevens Motors, Ltd.

These are operators who look to their time schedules. They get-away, they realise what service means, but they must have the chassis to do it. A chassis with quick and smooth acceleration, a speedy chassis, in fact, a vehicle with all the attributes of an "Express."

OLD LORRY WINS NEW ORDER

The Timmerville Mills Co., Ltd., who are now carrying out extensions which will make them one of the largest Cotton Spinning Mills in the world, have recently placed with the Allison Motor Car Co., Ltd., of Glasgow, an order for one of the latest 3-ton Allison Models. This order is the result of the excellent service given by a previous Allison, which was bought over nine years ago, and has, since 1920, given daily service, free from trouble, in the hands of native drivers. The new machine is not, in any way, to replace the nine years old model, but is to cope with the additional work involved by factory extensions. The machines are used to carry compressed yarn from the station to the factory, and hauled yarn from the factory to the station.

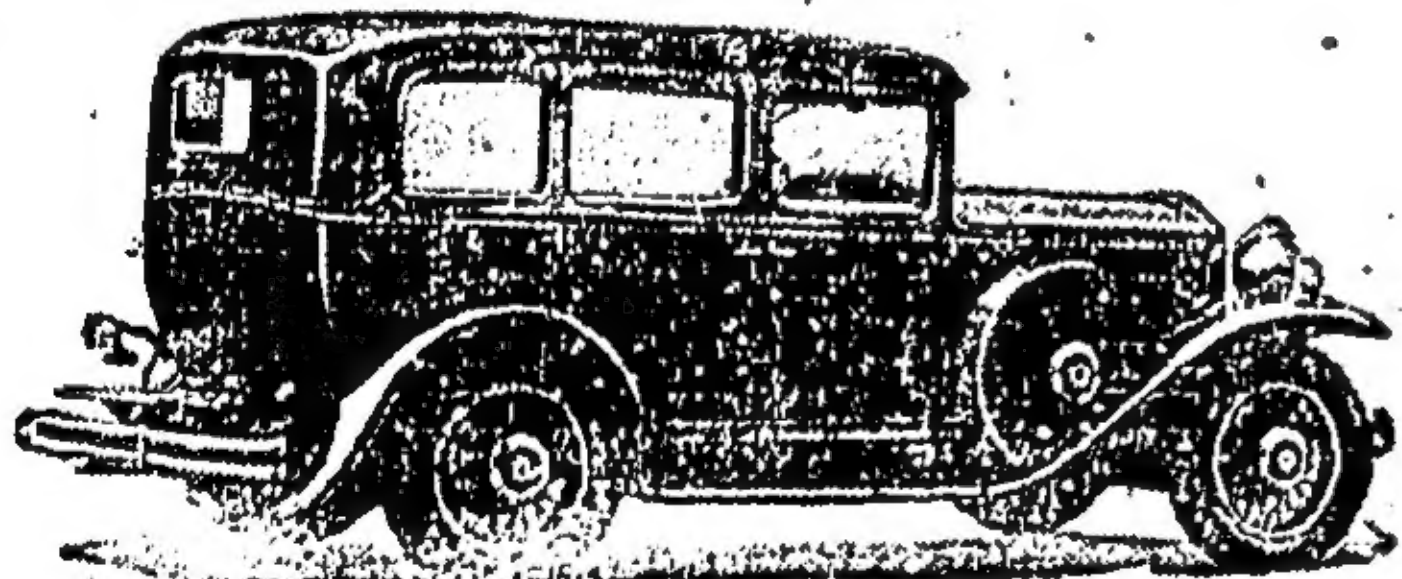
BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

HUPMOBILE CAR

Enters Popular Price Field

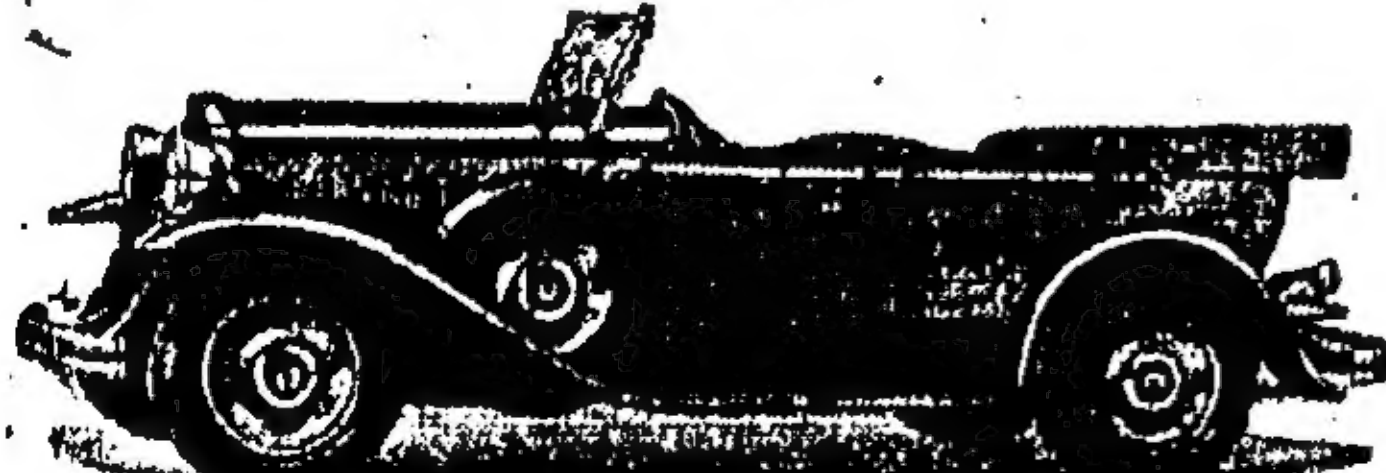
A complete line of new six-cylinder Hupmobiles in the popular price class is announced to-day by the Hupp Motor Car Corporation of Detroit and Cleveland. This new car marks the entry of the Hupp Motor Car Corporation into this price class.



Sedan G-Model "S"

While this wonderful car, after 21 years of continuous manufacture of higher priced cars only, the Hupp Motor Car Corporation also announces greatly expanded facilities for the production of all models.

The manufacture of the new Hupmobile Six in this price class, towards which the company has been working for a number of years, has been made possible through the acquisition last fall of



Phaeton G-Model "S"

three large new plants. Two of these are in Cleveland and one is in Fosteria. All of these plants have been completely modernized and retooled so that there will be adequate facilities in the newly acquired properties for the manufacture of the new models.

This new Six is wholly Hupmobile built. Some of its outstanding

AID RAILWAYS

Motors A Valuable Adjunct

That the automobile is rapidly establishing itself as a valuable adjunct to rail transportation is clearly emphasized by the purchases of Studebaker passenger buses by lending electric and steam railways in the United States.

Owing to the greatly reduced investment and a significant decrease in operation costs, railroads are turning to supplementary bus transportation, especially for shorter inter-city hauls, where this form of travel insures more economical

PARIS AND LONDON

Rolls-Royce At Two Premier Exhibitions

Owing to the overlapping of the dates of the two shows few British manufacturers find it possible to exhibit at the Paris Salon, as well as the Olympia Motor Show in London, but Rolls-Royce, Ltd., are an exception, and this year once again the magnificent products of the famous Derby works were on view in the Grand Palais in the Champs Elysees.

On the firm's own stand were shown a 40/50 h.p. Rolls-Royce enclosed limousine with bodywork by

15,000 Mile Tour



Marie Breche, nurse and special policewoman of the Portland force, is making a fifteen thousand mile tour of the United States by motor cycle. She is 26 years of age.

better, more comfortable and cleaner service to the passenger.

Studebaker buses, in operation are largely the 115 horsepower, straight eight, parlour car type, designed to accommodate from twenty-two to twenty-five passengers. For intra-city use also, Studebaker buses are in demand. Here, too, the pronounced rider appeal in appearance and comfort plus proved mechanical excellence, economy and quiet operation have brought about wide-spread acceptance of bus transportation.

Barker, another 40/50 h.p. chassis with Sedan body by Hooper, and a 20 h.p. saloon by Binder. In addition seven other Rolls-Royce cars were shown by various coach-builders including Messrs. Barker, Hooper, Thrupp and Maberly, Binder and Conti-Cancel.

At Olympia two 40/50 h.p. chassis were shown on the Rolls-Royce stand, and two 20 h.p. chassis, the bodies in each case being limousines and Sedans. Twelve other cars of this make were also shown by leading coach-builders who thus show their appreciation of these fine chassis for displaying their bodywork.

Except for a few minor modifications and improvements there are no alterations in either the 40/50 h.p. or the 20 h.p. models for 1929. Both are, of course, fitted with the Rolls-Royce Six Brakes system.

UNIQUE

Advertising Canada's Products

In these days—the aim of every advertiser is to bring to the notice of the public the full merits or advantages that his goods give.

Dealing with advertisements concerning motor transport vehicles, they are more or less on a par. They expatiate generally on speed, carrying capacity, running efficiency and petrol consumption.

To the majority of transport concerns these attributes are sufficient for their particular work, but when it comes to the, what may be termed, travelling, propagandist, many more advantages are required of a vehicle; something unique, a vehicle out of the ordinary. In addition, to power for propelling and hauling, power is required for lighting exhibits and operating a cinema projector, etc.

Such a vehicle as this, the well-known Petrol-Electric manufactured by Tilling-Stevens Motors, Ltd., of Maidstone, is interesting to note, is in operation by the Canadian Pacific Railway Co., in Britain. This vehicle is used in connection with advertising the resources and opportunities of Canada.

Briefly, the vehicle is equipped to display samples of Canadian agricultural produce and a number of photographic enlargements of Canadian scenes, and carries a complete cinematograph projecting apparatus.

The current from the chassis dynamo is used to illuminate the exhibits by 148 100-volt electric bulbs, in addition to the cinema projector. The projector can be used simultaneously with the illuminating lamp.

Surely this is a vehicle with unique advantages, and a proposition that should appeal to many.

NOISE OF MOTORS

Home Journal's Plea For Sympathy

Quite a number of prosecutions, following the recent Order penalizing motor vehicles which cause excessive noise either in themselves or due to their loads, has already taken place. In some cases the driver has been fined and the owner of the vehicle has had to forfeit more for aiding and abetting.

In this connection "The Commercial Motor" says:—"We have no fault to find with the terms of the Order, but we hope that justice will be tempered with a measure of sympathetic consideration. In some instances, and particularly with the older classes of vehicle, it is extremely difficult to keep them even moderately quiet. We are not alluding to such matters as the employment of solid tyres in bad condition, or any, the rattling of tin cans in a load, but to such important items as the gearbox, rear axle, and, in certain instances, the body.

"Many a haulier depends for his livelihood upon a vehicle which he may have had to purchase second-hand and which, although quite serviceable mechanically and safe enough in operation, may not be as silent as is desirable. Such a man would suffer considerable hardship if penalized for something for which he would have great difficulty in finding a cure—in fact, it might easily prove more expensive adequately to silence such a machine than to buy a new one.

"One of the most difficult problems is that confronting operators who are now faced with possible legal proceedings because of the noise—often intense—caused by the rattling of milk churns. Grace should be accorded to those concerned in this transport work."

BRITISH CARS IN U.S.A.

The announcement by Sir Herbert Austin of the formation of an American company to manufacture the Austin Seven in the United States is of the greatest interest, and affords a further illustration of the efforts which British manufacturers are making to extend still further their field of operations.

This company, it is announced, will manufacture only the Austin Seven, which will be the sole car of its kind in America. It will be identical with the British product, except for the position of the steering wheel and certain other minor alterations necessary to conform with American practice.

As Sir Herbert has remarked, it is an exceptional thing for the

British industry to get an American company formed, especially to produce a British motor-car.

It is felt that the venture is likely to succeed and that the popularity already accorded to the Seven in the Empire, in France, and in Germany will be followed by further favour in a country unused, at present, to anything of its kind.

Marquette

DELIVERS PERFORMANCE THAT ONLY BUICK BUILDS



Into the Marquette, Buick has built an extra margin of every quality that makes an outstanding leader. On the road the brilliant performance of this swift, smart new six is unmatched by that of any other car of comparable price. Nowhere in the thousand-dollar field can you find such thrilling response, such effortless speed, such big reserves of power.

Only Marquette with its priceless background of Buick craftsmanship can offer such superlative performance at moderate cost. Only Marquette in the thousand-dollar class has an engine of 312.0 cubic inch piston displacement. Marquette alone provides the extra endurance and extraordinary economy of operation that Buick alone knows how to build.

And this handsome new six has even

more to offer than supreme performance and economy! In its class, Marquette is the only car with the remarkable new waterproof, dustproof, wearproof upholstery and the wonderful new non-glare windshield. A host of other exceptional features contributes to its completeness: Dustproof, tilt-ray headlights. Four Lovejoy hydraulic shock absorbers. Big, smooth, fully-enclosed brakes. Airplane-type stepped-size bearings. A completely sealed engine. Beautiful, harmonizing finish, inside and out. Perfect fittings and appointments.

Here is one of the smartest cars on the road... setting the style with new, low-slung, faultlessly tailored bodies by Fisher... and providing performance unmatched in the moderate-price field. See it—drive a Marquette today and know why the world is saying: "A GREAT PERFORMER!"

114" Wheelbase Marquette Models	\$51,470 to \$51,600
118" Wheelbase Buick Models	\$51,800 to \$51,940
124" Wheelbase Buick Models	\$52,240 to \$52,275
132" Wheelbase Buick Models	\$52,195 to \$52,890

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

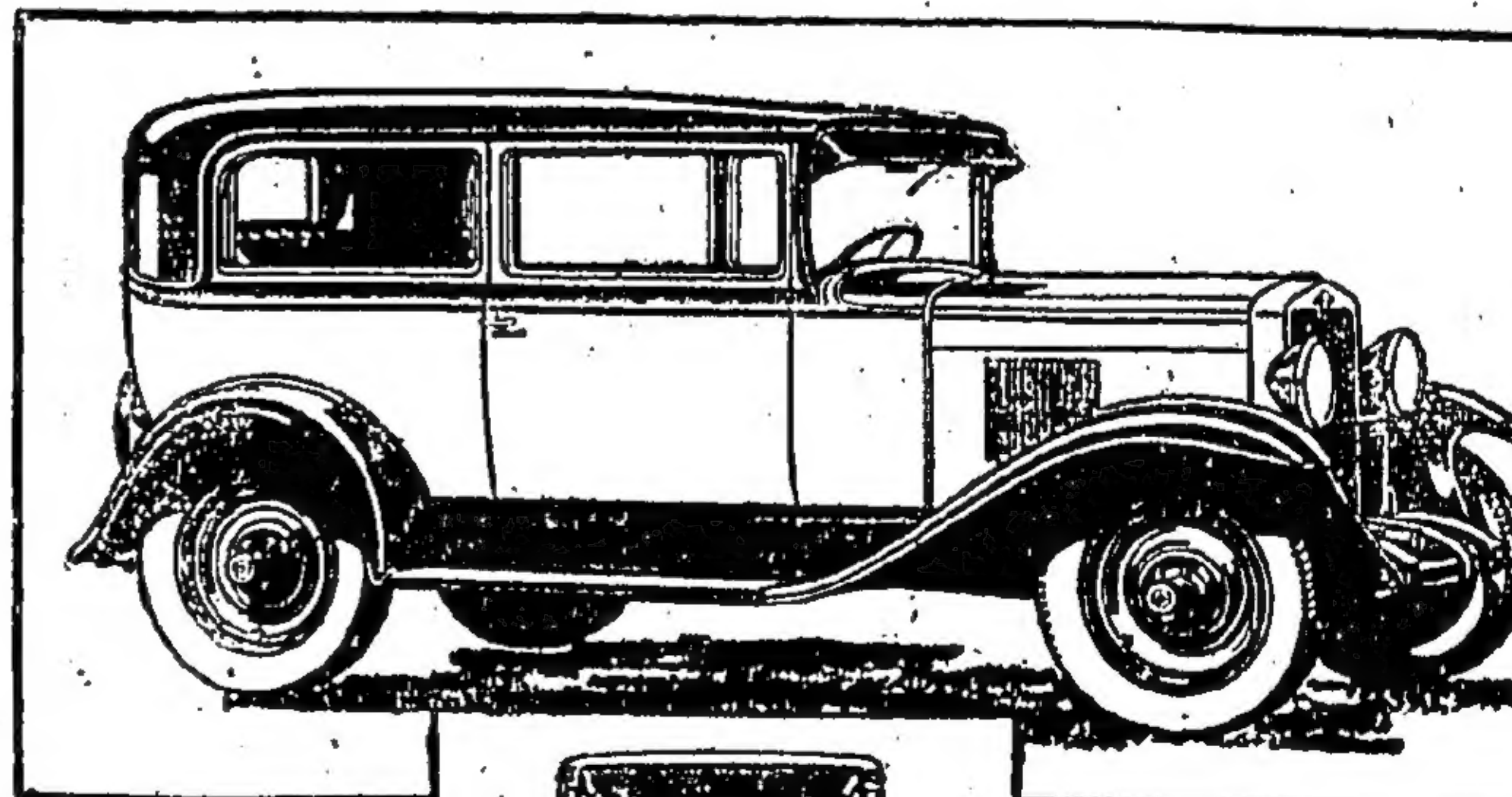
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM

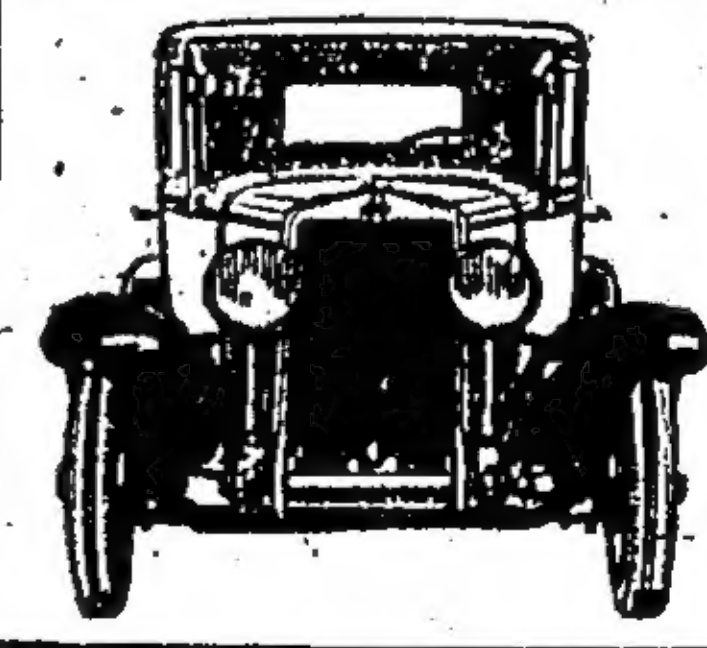
Advantages of Chromium Plating
According to "Bus and Coach," a number of enterprising coach owners have specified chromium-plated fittings on their new vehicles. It costs more than conventional finishes but from the user's point of view the smart appearance is an obvious asset, whilst the time and labour saved in cleaning should offset the additional cost.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

You'll admire the BEAUTY of the NEW CHEVROLET



Four Door Sedan	... H.K.\$2,295
Tourer	... H.K.\$1,850
Roadster	... H.K.\$1,850
1½ Ton Truck Chassis	H.K.\$1,770



The Outstanding Chevrolet of Chevrolet History.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

The New Chevrolet Coach Upholstered in Blue Corduroy.

NEW 1929
GRAHAM-PAIGE
 SEDAN and TOURING MODELS
 Touring from \$2,300—Sedan from \$2,550.
 Sole Distributors for Hong Kong & South China:
KOTEGATE & CO.
 Pedder Building 3rd floor.
 Telephone C. 93 and C. 741.

Hongkong Sunday Herald.

七十月一十午九十二百九千一英 HONG KONG, SUNDAY, NOVEMBER 17, 1929. 七十月十巳己國民華中

"OVERLAND CHINA MAIL"
SEND IT HOME!
 THE WEEK'S NEWS
 ILLUSTRATED.
 25 cts. 25 cts.

INTERPORT TENNIS

Arrival Of Full Team In Colony To-morrow

SILANGHAI'S NEW "STAR"

The Shanghai Interport Tennis team, captained by Mrs. F. Stafford Smith and Mr. J. L. Wade, respectively, is arriving in the Colony by the s.s. "President McKinley" to-morrow.

The teams are: Mrs. F. Stafford Smith, Miss H. Crawford, Miss T. Collins, and Miss A. Pirih.

J. L. Wade, R. Carnavaro, Gordon Lunn, and Paul Kong.

The players are the best available that Shanghai can send down with the exception of Dr. E. P. Duck, who is unable to make the trip.

Shanghai has a new arrival in a Japanese named Tawana, singles player, of the Mitsui Bank. Accompanying the team is Mr. A. L. Runjahn, Singles Champion of Tientsin, who is making a visit to Hong Kong.

Dates of Play

Wednesday: Mrs. Miles (H.K.) v. No. 3 Ladies singles (S.), H. D. Runjahn and S. A. Runjahn (H.K.) v. No. 1 men's doubles (S.).

Thursday: Wiggins v. Mrs. Miles and Mrs. James v. Mrs. Sayer and Mrs. McCaw trial match (to be played at the Chinese R.C. ground, this afternoon).

v. No. 2 Ladies' doubles (S.).

Friday: Mrs. Tottenham v. No. 1 Ladies' singles (S.) (probably Mrs. Stafford Smith).

Winners of J. S. McEachran and L. Goldman v. Dr. E. P. Duck and Major R. Lucas trial match (to be played at the Kowloon C.C. ground on Monday) v. No. 2 men's doubles (S.).

All the above matches will be played at the H.K.C.C. ground, beginning each day at 3 p.m. sharp.

The following games will be played at the Kowloon C.C. ground, the men's matches to commence at 10 a.m. and the ladies' at 3 p.m.

Sunday: S. A. Runjahn (H.K.) v. No. 2 men's singles (S.).

T. Honda (H.K.) v. No. 3 men's singles (S.).

Miss Enid Lo (H.K.) v. No. 2 ladies' singles (S.).

Mrs. Tottenham and Miss Enid Lo (H.K.) v. No. 1 ladies' doubles (S.).

The matches are to be best of three sets in every event; in the case of the men's, subject to "Shanghai's agreement," otherwise five sets will be played.

If play finishes before the light falls, mixed doubles practice matches will be played in the time available.

Sending Accommodations

It should be noted that there are 100 seats (transferable) tickets at \$5 each, and these can be obtained on application to Mr. D. S. Green, Hon. Sec. of the Hong Kong Lawn Tennis Association, care of the Dunlop Rubber Co.

On the H.K.C.C. ground there will be 100 seats available at \$1 each. These will be known as the Court Seats, and will be numbered and reserved. The remainder of the seats will be at 50 cents each, and tickets may be bought at the gate.

On the K.C.C. ground season tickets will be valid for reserved seats while the remainder of the seats will, as in the previous case, be 50 cents each and unreserved.

Doubles Match

A ladies' doubles trial match will be played to-day at 4 p.m. at the Chinese Recreation Club. The participants will be Mrs. Miles and Mrs. James, against Mrs. McCaw and Mrs. Sayer.

The men will also have a trial out to-morrow (Monday), at the K.C.C., when McEachran and Goldman will meet Major Lucas and Dr. Tottenham in the doubles.

CHINESE KILLED

Result of Fracas With Japanese Police

STREET FIGHT FATALITIES

Shenyang (Mukden).—General Chang Hsueh-shang has wired to the Central Government reporting that a group of Japanese gendarmes at Changchun on Nov. 1, became involved in a street fight with the people resulting in the death of seven civilian Chinese.

The Japanese Garrison force at Changchun is reported to have been strengthened by over 3,000 men.

Willie—"Pa, give me some money."

Father—"Why do you want some money, son?"

Willie—"Well, s'pose a robber was to hold me up and say, 'Your money or your life,' and I hadn't any!"

THE NAVY'S "LUNG"

Invention For Escape From Submarines

SUCCESSFUL TEST

Communication by Battery List Telephone

New London, Conn.—Twenty-six officers and bluejackets came out of the after hatch of the submerged submarine S-4 on August 30 and shot to safety through the waters of the Thames River with the use of the Navy's new invention, the "Lung," in the first instruction class working under actual conditions at the submarine base.

Lt. C. B. Momsen, inventor of the lung, and one or two others had previously used the apparatus with success, first at Key West, Fla., and then at the submarine base. A class had practiced with the lung at the swimming pool of the Y.M.C.A., but this marked the first series of escapes from a submerged submarine of an entire class of officers and sailors under actual conditions.

The S-4, the submarine which laid in 17 fathoms, 102 feet of water, off Provincetown, Mass., from December 17 until March 17 of last year, with a loss of an entire crew, was submerged at its pier at the submarine base with the class of officers and crew aboard.

The men had entered the submarine in bathing suits. A buoy was placed near the stern of the vessel to mark the approximate area where the men would be liable to appear on the surface of the water.

Communication was immediately established with the boat by means of a battery list telephone, a practically new apparatus, by which a person, standing on the pier, talked clearly with all compartments of the submerged submarine during the operations.

GEN. SUN'S TROOPS

Special Conditions Of Surrender

BIG LOSSES SUSTAINED

Chengchow, Yesterday.

On November 12 Marshal Chiang Kai-shek at Haichang received General Sun Liang-cheng's representative Huang Wen-pen with reference to the disbandment of Sun's troops. The following arrangements were made:

1. The Kuomintang generals having determined to surrender, to first cease all forms of military activity.

2. Soldiers to receive a month's wages and rations.

3. Lower grade officers to return to their homes and receive \$50 each besides a month's wages.

4. Special reward to those who surrender with their arms.

5. After disbandment they will assemble at Tungkuang for counting, previous to being paid off.

Enemy Retreat

On November 13 Hsia Tai-yin's 13th Division received order to proceed to Wushingkuang and Shinyang, on which the enemy retreated to Luokokow.

Recent Fighting

The first line in the direction of Yinhai and Lotung was smashed by the Government troops and has lost more than half his troops, so that General Sun Liang-cheng is surrendering.

The second line under General Sung Chih-yuen has retreated to Tungkuang and is now awaiting instructions for disbandment.

The third line in Shensi under General Shih Cheng-ting and Cheng Ta-chang is now concentrating at Kingzokuan in the east of Honan, awaiting reinforcements.

WIDOW ROBBED

Accused Found Wearing Stolen Jacket

HOUSEBREAKING CHARGE

Two Chinese men and a woman were at the Kowloon Magistrate's Court yesterday before Mr. T. S. Whyte-Smith arraigned on charge of stealing and receiving a stolen jacket.

The woman, a Chinese widow named Li Fung, residing on the first floor of 639, Shanghai Street, Mongkok.

The first defendant, a man, pleaded guilty to the larceny of the whole lot, which was valued at \$142.

Very Clear Proof

Evidence was given by a Chinese detective which showed that the woman and the second man were guilty of receiving, since the robbery was committed on November 11, and the woman was found wearing one of the stolen jackets on November 14.

An additional charge of house-breaking against the first defendant was admitted.

Detective Sergeant Fowles, who prosecuted, told the Magistrate that although it was the defendant's first offence, all three of them were "a bad lot."

His Worship held that house-breaking for a first offence was very serious, and sentenced the first defendant to six months' hard labour.

The two receivers were convicted and fined \$25 or, in default, three weeks' jail, and \$50, with the alternative of one month's hard labour, respectively.

A JAR OF SOY

"Most Detestable Man In Tsim Sha Tsui"

UNLAWFUL POSSESSION

This soy (Chinese oil) is similar to our "K.K. sauce," said Detective-Sergeant W. C. Humphreys at the Kowloon Magistrate's Court yesterday, in a case in which he prosecuted a Chinese for unlawful possession of a jar of Chinese soy at Canton Road.

Defendant said that a little boy gave the jar to him, but he did not know, nor could he find him!

The Magistrate, in holding that he was guilty of stealing, convicted the defendant.

The police officer pointed out that the defendant was "the most detestable man in Tsim Sha Tsui," and that probably his Worship could remember the young criminal's face.

Serjt. Humphreys added that the defendant stole everyday, but was never caught, and that in this case it stood to reason that the jar of soy was a clever case of larceny.

Sentence of three months' hard labour was passed, and the jar of soy was ordered to be detained at the Water Police Station pending its claim.

FOUR WIVES

Supported By Chinese Earning \$20 Per Month

OPIUM CHARGE

Charged with the unlawful possession of 5.7 taels of prepared opium, a Chinese was at the Kowloon Magistrate's Court yesterday fined \$450 with the alternative of two months' hard labour, on pleading guilty.

Det-Serjt. W. G. Humphreys told the Magistrate that he and a police party raided two houses at 92, Chatham Road, and on the first floor found the defendant trying to escape.

On searching him they found the opium under his girdle in a tin.

The prosecuting officer remarked that it was clear that the defendant was carrying on the opium trade besides his ordinary work, which was that of foreman of the coal cooler to the Kowloon Canton Railway, at Hangchow.

Serjt. Humphreys brought to his Worship's notice the fact that the defendant earned only \$20 a month, but yet had four wives living with him.

SOVIET CONDEMNED

Public Mass Meeting in Canton

COUNTER PROPAGANDA

Messages to Chinese Leaders to Wipe Out Insurgents

The public mass meeting held by the Anti-Russian Society at the Auditorium of the Provincial Party Headquarters in Canton, last Wednesday, was attended by a large number of members and delegates from the various local Government departments, party offices, the Women's Suffrage Union, Chambers of Commerce, the General Guild and all the public organisations with Mr. Po Kwei-lung selected as Chairman.

Following the opening speech by Mr. Po, the Chairman, reports were made by the various speakers.

Things That Matter

To-day's Diary

Twenty-fifth Sunday after Trinity.

Sailors' and Soldiers' Home Servicemen's Bible Class, 3 p.m.; Social Hour, 8.30 p.m.

Golf: St. George's Society v. St. Andrew's Society Bogey Pool, Fanning.

Cricket: Shanghai v. Kowloon C.C.

Queen's Theatre: "Movie-tone Follies 1929"; World Theatre: "Give and Take"; Star Theatre: "The Kid's Clever"; Majestic Theatre: "The Gold Rush"; Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Tides: High, 9.56 a.m. and 9.03 p.m. Low, 3.57 a.m. and 3.03 p.m.

Lighting-up Time: 6 p.m.

Home Mail.

Inward from Europe by s.s. "Kutsang" to-morrow.

Outward via Siberia "President Taft", letters 6 p.m.

The Dollar

Yesterday's closing rate of the dollar on demand was 1/8-9/16.

made by the members of the organizing committee of the Society detailing the work that had been accomplished for bringing the Society into existence while resolutions covering the following proposals were unanimously passed, viz:

1. To broadcast an appeal to other provinces to organize similar societies for the purpose of extending the work of propaganda against Soviet.

2. To request Gen. Yen Hsi-shan, the Deputy Generalissimo to immediately send his troops to co-operate with the Central punitive forces in exterminating the North-eastern rebels under Feng Yu-hsiang, who is the agent and running dog of the Soviets.

3. To send a cable to Marshal Chiang Kai-shek, the Generalissimo of the national forces and his soldiers denouncing the traitors of the country.

4. To send similar cables to Gen. Chan Chai-tong and Gen. Lui Woon-yim who are now engaged in the campaign of suppressing the remnant "Ironclads" around the borders of Kwangsi.

5. To petition the Central Government to take drastic measures in exterminating the North-western

HAWKER AT LAW

Residents' Complaints Of Obstruction

LEGAL REPRESENTATION

Leung Tim and Li Man, both licensed male hawkers, were arrested by an Indian Police Constable on Friday for causing an obstruction with their baskets on the public footpath at Kimberley Road, Kowloon.

Yesterday they were before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's Court charged with the offence. Li Man pleaded guilty and was fined \$1.

It was intimated that Leung Tim had, through his wife, instructed Mr. F. H. Losoby, solicitor of Messrs. Russ & Co., to defend him.

Detective-Sergeant W. G. Humphreys said that the two defendants' faces were very familiar to him.

In the Tsim Sha Tsui district. It was only following complaints from the Kowloon Residents' Association that the Police took steps in the matter, and had the defendants arrested.

The prosecuting officer went on to say that schoolboys bought articles from the two defendants.

The Magistrate fixed the hearing for Tuesday morning at 10 a.m. Defendants are on \$4 bail.

LOCAL YACHTING

Third Championship Race

NINE MILES COURSE

The third championship race for racing yachts was sailed yesterday afternoon over a course of 9.1 miles to Lyemun Beacon (P), Mark on Line (P), and Channel Rocks (S).

There were good entries for the three classes.

The Times

The finished and corrected times are given below:

"H" Class
 The start was made at 2.25 p.m.

Finishing Corrected
 Diana (3) 4.15.10 4.12.50.5
 Colleen (5) 4.20.58 4.16.15.9
 Rolla (2) 4.07.08 Scratch
 Falcon (6) 4.37.49 4.28.48
 Le Linda (1) 4.07.53 4.04.46.9
 Dorothea (4) 4.20.35 4.15.16.5

"I" and "G" Class
 Finishing Corrected
 Daphne (2) 4.44.46 Scratch
 Alisa (5) 4.58.28.4
 Halcyon (1) 4.39.09
 Gael (4) 5.00.28 4.54.22
 Wendy (3) 4.53.16 4.48.43

"Y" Class
 Finishing Corrected
 Why Wonder (6) 4.55.23 Scratch
 Wings (4) 4.50.15
 Blunose (1) 4.44.18
 Beclum (2) 4.44.22
 Speedwell (3) 4.49.02
 Adanac (5) 4.53.16.4
 Zephyr (8) 5.07.05 5.02.59.3
 Lola (7) 5.00.31.4 5.00.09.3

Insurgents and all the counter-revolutionaries in the country.

The chairman in his speech mentioned the invasion of the Soviet troops around the borders of Manchuria consequent on the recent restoration of the Chinese Eastern Railway to the Chinese Government, and the anti-treatment Chinese nationals in Russia have received from the hands of the Soviet Government and also the great stir the Soviets have created in China by instigating the political radicals to activity in the North-western provinces.

He also appealed to the whole populace in the country to unite in one body to support the Central Government in resisting the aggression of the Soviets.

CANTON BLAZE

Four Hundred Houses Burnt Out

LURID GLARE

Bamboo Huts Flare up Like Tinderwood

The huge conflagration that occurred in Canton on Thursday night burnt about four hundred houses at a locality known as Shek Chung How district, close to the Cement Factory.

When the lurid glare of the outbreak first illuminated the sky it was at first feared that the cement factory was the scene of the disaster, but happily this proved not to be the case.

The fire, however, broke out in close proximity to these premises.

In this area there are several hundred bamboo and matting huts inhabited mainly by members of the floating population, and it was in the midst of this huge area of highly combustible material that the fire originated, thus explaining the rapidity with which the flames spread.

As was only to be expected it was a hopeless task to try to stem the advance of the flames with such material to feed on, and fire-fighters and helpers had to be content with confining their efforts to preventing the fire spreading to a more substantially built area and to remove whatever they could from the huts in the path of the fire.

Big Loss
 Up to Thursday evening it had not been possible to ascertain the cause of the outbreak. These huts, being inhabited by the poorer classes, and being built of such flimsy material, can hardly have been insured, and it is thought that the total losses must amount to a substantial figure.

As already mentioned the bulk of the inhabitants of this area are members of the floating fraternity, and with the destruction of their homes, hundreds are now compelled to shift as best they can aboard their small sampans and boats.

It is not generally realised that the humble sampan plying is usually a home-owner, albeit this is only an unpretentious hut, and that his nights are not spent cooped up in the boat, although in the hot summer nights many do take to the boats in the endeavour to get a little coolness.

JOCKEY CLUB RACES

(Continued from Page 8)

7.—Shek-O Handicap: "D" Class: One Mile.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Yue & Lo's Pumpkin 148 lbs.

(Mr. de Roza) 1
 Trier's Kum On 145 lbs. 2
 Lt.-Col. C. H. Little's Sunloch 152 lbs. (Mr. Cui) 3
 Ho Kom-tong's Kum Tong Hall 157 lbs. (Mr. T. L. Wong) 4
 Roda's Ching Hoi 165 lbs. (Mr. Rocha) 0

S. To Wong's Fair Eyes 152 lbs. (Mr. Backhouse) 0
 P. Lobel's Mountain Air 165 lbs. (Mr. Harriman) 0
 W. G. Fischer's Tornado 147 lbs. (owner) 0

34 length, 1 length.
 Time: 2 mins. 12 1/5 secs.
 Fair-mutuel, winner \$42.80; places, 1st \$12.80, 2nd \$15; 3rd \$10.10.

Winner Places
 Kom Tong Hall 344 815
 Mountain Air 333 406
 Sunloch 215 247
 Pumpkin 154 162
 Kum On 109 123
 Ching Hoi 75 77
 Fair Eyes 48 30
 Tornado 19 26

Total 1,275 1,439

With the two favourites, literally, "nowhere," big dividends prevailed again. Mountain Air lost six lengths through being left at the post and never made up the deficit. Kom Tong Hall had a straight run and could have won had he been good enough.

Fair Eyes (on the rails) and Kum On led until the critical stage. With a little more than 1/4 mile to go, Mr. Sewell forged ahead stride by stride and had taken the rails, leading at the distance, post, where Mr. de Roza began to creep up on Pumpkin. These two were locked together until the winning post, with Pumpkin perilously close to Kum On. The former stuck in front by half a length.

Kom Tong Hall (driven) and Sunloch (ridden with the hands) had a merry duel which the latter just got the better of. The others wore several lengths—and more—behind.

8.—Shan Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100. Yam Man's One Third 163 lbs.

(Mr. de Roza) 1

LOCAL BOXING

Excellent Heavyweight Contest Promised

WELL-KNOWN FIGHTERS

Saturday, December 7, has been definitely fixed by the Hong Kong Boxing Association as the date of the first tournament of the local season. "Fame" are requested to keep the date open.

It is hoped to match two of the best heavyweights in Hong Kong in recent years for the belt and Hong Kong championship, over 15 rounds of two minutes each, as the main event of the night. One is Mann of H.M.S. "Cornwall," which returned to port from North China on Friday. The other is Rowles of H.M.S. "Marston."

Both have excellent records and they are in fine form. Articles will probably be signed shortly.

Lau & Lee's Duke of Chantilly 154 lbs. (Mr. Heard) 2
 Eva's Misty Evo 151 lbs. (Mr. Harriman) 3
 Harbot's City Hall 154 lbs. (Mr. Charles) 4
 Yam Man's Fifty Fifty 144 lbs. (Mr. Loo) 0
 Eva's New Year's Eve 158 lbs. (Mr. Backhouse) 0
 Ho Kom-tong's Town Hall 145 lbs. (Mr. T. L. Wong) 0
 Dynasty's Young Pretender 155 lbs. (Mr. Newbigging) 0
 1 length, 4 lengths.
 Time: 2 mins. 39 3/5 secs.
 Fair-mutuel, winner \$31.90; places, 1st \$20.70; 2nd \$13.40; 3rd \$9.00.

Winner Places
 Town Hall 391 60
 New Year's Eve 249 362
 Misty Evo 240 384
 Young Pretender 202 159
 Duke of Chantilly 180 146
 One Third 77 72
 Fifty Fifty 43 48
 City Hall 20 18